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RAILROAD

SEPTEMBER, 1966 MAGAZINE 50¢

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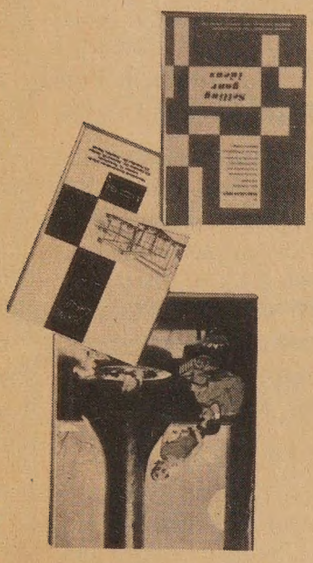

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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

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Engines 101 and 102 switch carloads of lumber out of lumber mills in Prineville, Ore., thus serving the city that doesn't collect taxes. (Detailed story on page 23.)

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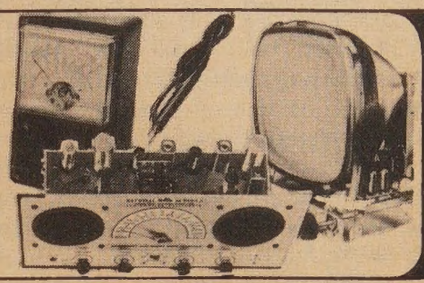

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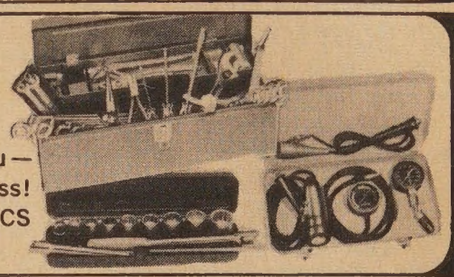

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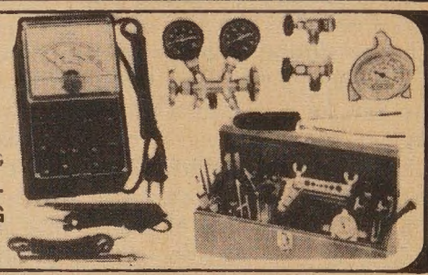

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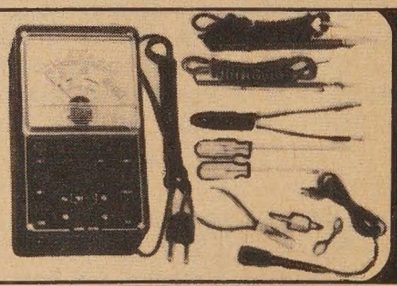

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THE MAIL CAR

Where editors and readers meet

FRONT COVER photo, made last March, shows a local passenger train on the narrow-gage line to Ozumba, Mexico, waiting at the Mecameca station. The photographer is Ron Ziel, Box 183, East Moriches, L.I., N.Y. 11940, who was No. 42 in our *Interesting Railfans* series. This picture will be one of numerous color-shots used in a forthcoming book, *Steam in the '60's*, now being written jointly by Ron Ziel and George H. Foster. The same team, you remember, wrote *Steel Rails to the Sunrise* (LIRR). •

OLD HOOT is a large gray and white owl. Union Pacific train and engine crews look for him as they roll through the hills and prairies of Wyoming, reports Volney E. Black, UP engineer, 1322 Sulley St., Laramie, Wyo. 82070, who wrote "I Favor Steam Power" for our March '66 issue.

"This fellow sits under a squawberry bush about 30 feet up on a side of the cut at Edson," Volney tells us. "No one seems to remember when he first came, but he is almost a tradition now. They say there will never be a hotbox on this run so long as Old Hoot watches the trains go by. Almost to a man, the firemen patrol the engine rooms of the *City of Los Angeles* or a 120-car fruit train, whichever it may be, early enough to be back in the cab at Edson to see if Old Hoot is still on his perch.

"Sometimes the owl has company, presumably his mate. Often at night, by the glare of the headlight, you can see him flying around in search of food. We all wonder how long he will stay in that area and hope he'll never be hit by a hunter's bullet or a fast freight." •

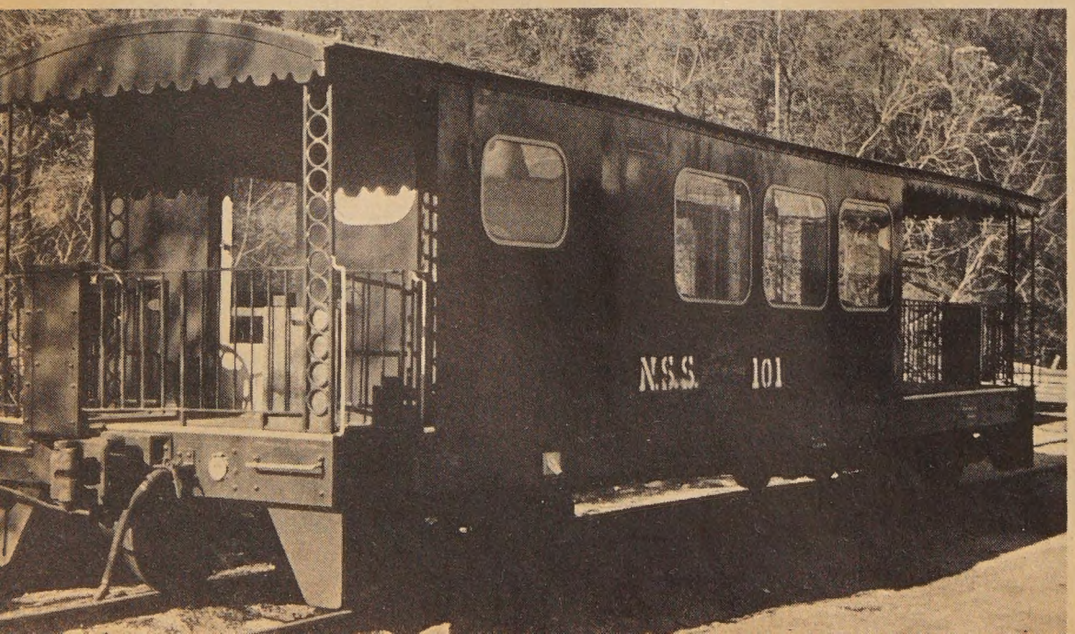
PASSENGER TRAINS. The *Colorado Eagle* made its last run May 24th between Pueblo and Denver, handled as Rio Grande train 3-4. The Colorado Public Utilities Commission granted a request to drop the train because the Missouri Pacific's discontinuance of the *Eagle* east of Pueblo on April 2nd had left the Rio Grande's portion of the run still operating between the two cities but minus 70 percent of its former business. A check of patronage in April showed that an average of 5.3 persons per day boarded the train in Denver while Pueblo had only 2.6 daily passenger arrivals.

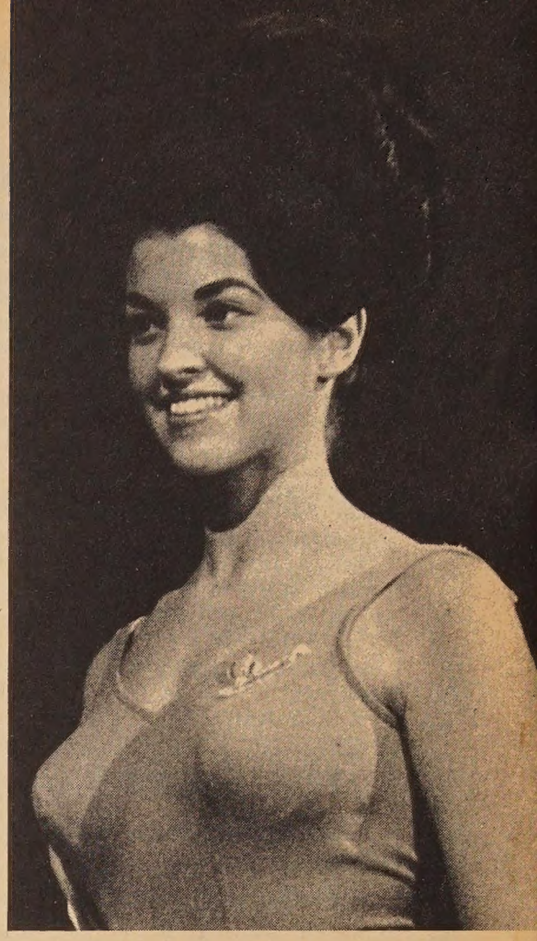
A truck came to the rescue of a Norfolk & Western passenger train recently. The *Banner Blue*, en route from Chicago to nearby Decatur, ran out of fuel and had to wait until the truck brought 300 gallons of diesel fuel.

"Frank P. Donovan's article, 'Put Steam in Your Vacation' (in your May issue), is the best summary I have ever seen of present-day steam trains available to the public," writes Tom Long, president and general manager of the Reader Railroad, P.O. Box 6049, Shreveport, La. 71106.

Photo from Union Railroad News

Instead of junking this dark green, steel, inspection car, the Newburgh & South Shore Ry. sold it last March to Union Railroad, Pittsburgh, Pa., which reconditioned and repainted it red with yellow trim for use in wrecker service. The interior was altered to include bunks, table, chairs, and non-slip tile floor.





Sharon Gerritz, an Illinois Central secretary, represented Oregon in Miss Universe Beauty Pageant. Other photographs of her are shown on page 48.

Drury Wood, a daredevil test pilot who has clocked 6,000 flight hours in 100 different types of aircraft and holds the Distinguished Flying Cross, told a UPI reporter the other day that he prefers traveling by train "because trains are much safer" and "I just feel more relaxed when I'm riding a train."

We invite train stewardesses to comment on this item from *Forbes* magazine: "My sympathies are with the airline stewardesses. To have to cater to doddering old men over 30 would be a most revolting chore to me. I often wonder when I travel by plane and see the pot-bellied, bald, bifocaled, male passengers whether the stewardess can resist pouring hot coffee over the senseless pates!"

A novelty in effect until Sept. 5th on the *East* and *West Coast Champions* of the Atlantic Coast Line is the reserved-seat coach for women and women with children under 12. Use of this coach is optional with the passenger and there is no additional charge, except for the usual seat reservation. •

A TRADITIONAL part of railroading comes to an end with removal of the running boards from the tops of freight cars, which the ICC has authorized in response to an application by the Assn. of American Railroads.

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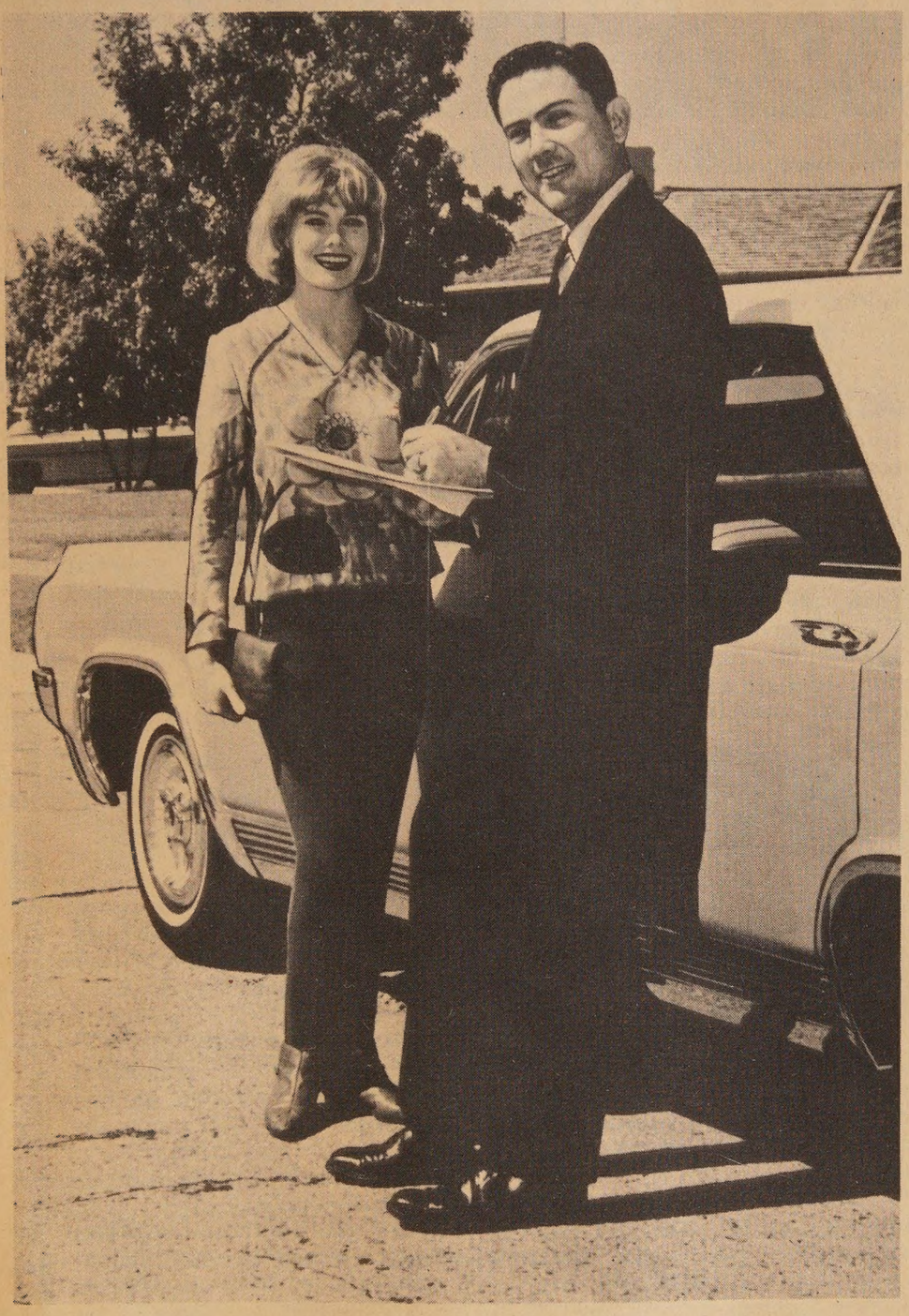

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Two factors in the decision to amend the U.S. Safety Appliance Standard are the increasing variety of specialized cars of different sizes and shapes, and increasing use of cushioned underframes with sliding sills.

A single freight train may include high-cube jumbo boxcars, tri-level automobile racks, bulkhead flat cars, various gondola cars, covered hopper and tank cars—all varying in height.

The sliding sills which cushion impact between cars each have a sliding extent of 20 inches, so that the space between two cars coupled together can vary as much as 40 inches.

New specifications for all cars built after Oct. 1, 1966, require that the ends of boxcars be fitted with an eight-inch wide by 60-inch long platform just above the drawbar, and have a handrail just above the platform attached to the end of the car. The hand-brake wheel is to be brought down from the top of the car to a position within easy reach of the brakeman on the platform.

All cars now in use and those placed in service before Oct. 1 are to be altered by April 1, 1974. Canadian railroads have asked the Railway Association of Canada to apply to the Board of Transport Commissioners for Canada for similar regulations, and consent of their unions is now being sought. Meanwhile, the U.S. cars without running boards are being permitted to enter Canada. •

BRIEFLY SPEAKING. Our small editorial department is getting mail much faster than we are geared to handle it. We give priority treatment to letters or cards consisting of about 3 or 4 short sentences, written clearly or typed. As for long letters or any length done in sloppy handwriting, we lay them aside until we can find time to handle them, which may be weeks later. As for very long letters, clippings and little snapshots that have to be returned, and queries which call for time-consuming research on our part, these are sometimes held up for months before we can get around to them.

In answer to many questions: The Reading's two steam engines, 2100 and 2102, continue in storage at Reading Shops for possible future use, although there are no present plans for such use.

Someone asked about double-ended rail motor cars. Ed Wojtas, who wrote "Rock Island Doodlebugs" (April issue), says the Ohio Railway Museum at Worthington has one of Erie's six Erie double-ended doodlebugs.

Coming in near future: present-day rosters of C&NW and Virginia shortlines. Also steam rosters of Chicago & Alton (1926), Chesapeake & Ohio (1926), and Jersey Central (1930).

When L. N. Gregory stepped out of his home in Portland, Ore., the other day he saw a 38,000 pound Union Pacific caboose. Gregory, a railroad buff and sports editor of *The Oregonian*, had been wishing he could have a caboose in his yard as "a den and general retreat." It was a birthday present from his daughter, Mrs. William Frazer.

The AAR has just published the 8th edition of its *Bibliography of Railroad Literature*. Single copies may be had free by writing to the Association of American Railroads, Transportation Bldg., Washington, D.C., 20006. This booklet contains the names of hundreds of books and magazines, subdivided into: Children's Books, Juvenile Books, General Literature, Model Railroading, Railroad Statistics, and Railroad and Travel Periodicals; also Publishers.

Someone stated in our July issue that two serviceable steam locos, ex-Narragansett Pier No. 11 and ex-Bath & Hammondsport No. 38, were available for operation on the Sandy Creek & Ontario line at Sandy Pond near Syracuse, N.Y. "Actually," writes Larry H. Williams, 708 Church St., Saxton, Pa. 16678, "the two are ex-B&H No. 11 and ex-Huntingdon & Broad Top Mountain No. 38, although the 38 is in pretty sad shape and needs a lot of work to become operable."

Miss Theda De Mott was given several gifts for being the three-millionth rider on the Reading Railroad this year. Daughter of a Lackawanna ticket agent, now deceased, she lives at 512 Welsh Rd., Bethayres, Pa. Aside from railroading, her interests include free-lance writing, piano, singing, monologues, and the Salvation Army.

Correction: group photo in Aug. *Railroad*, page 6, shows Bill Warden and daughters Nancy and Margrethe, but not his wife, Claire, who took the planting-shamrock-seeds picture. •

LUCIUS BEEBE, a leading champion of railroad passenger service, says in *The Big Spenders* (see page 51):

In the spring of 1965, Miss Jessica Mitford, a Californian and author of *The American Way of Death* and other social commentaries, took passage for London. Eschewing the leprosarium that masquerades as San Francisco International Airport, she boarded the Southern Pacific's *City of San Francisco* to Chicago where she changed to the New York Central's *Twentieth Century Limited*, arriving in New York to board the *United States* for the Atlantic passage.

From London she wrote back to friends: "Isn't it wonderful to think that only eight days ago I was sitting in the Palace Garden Court having luncheon in San Francisco!". . .

In the golden years the *Century* was all Pullman, extra fare, a mobile grand hotel peopled with names that made news and so much in demand for its speed, prestige, and luxury that it sometimes ran in as many as seven sections and so choicely regarded by its owning carrier that, in the years of steam motive power, relief engines with steam up and a crew aboard stood by all through the night at division points in case of motive power failure along the way. . . .

In 1919, the flower bill for the *Century's* dining cars alone came to $1000 a month and the dining-car department was expected to lose $2.00 for every $1.00 it took in. . .

The departure of the *Century* every afternoon from Grand Central was ceremonious. Passengers, followed by porters with their luggage, walked to their sleeping cars down an originally Vanderbilt maroon, and later imperial crimson, carpet lined with potted palms. They paused at the gate . . . while a train secretary took the name of every passenger, both for future records and in case messages were received during the night. Newspaper reporters regularly covered the train's departure with cameramen in tow just as they covered the sailings of Atlantic liners from their North River Berths. •

OPERATING employes on the Pennsylvania Railroad resent conditions whereby the management forces them to work excessively long hours. On Pittsburgh-Altoona runs in particular, crews are often worked to the limit of hours permitted by Federal law and then the men must continue through several more hours of "deadheading" on to their terminal before they are allowed an opportunity for food and rest.

Enginemen and trainmen, as a result, are complaining to their union representatives and, in general, are supporting legislation presently in Congress that would cut the present 16-hour maximum of continuous service down to 12 hours. •

OVERSEAS. For the first time in Indian railway history dining-car service has just been established, 19 diners operating on the Delhu-Madras express route. As Indian custom dictates, each car has separate kitchens for all-vegetarian and non-vegetarian cooking.

Maxwell H. Allen, whose English widow directed that her $1.3 million estate go to the Missouri-Kansas-Texas hospital at Denison, Texas, was a former Katy baggage man at Denison. After becoming rich in the Yukon gold rush 70 years ago, he spent the rest of his life in England and died in 1963. His widow passed away last April.

The Rev. Harold Butler, rector of

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Kettlebaston, a village in Surrey, England, created a stir the other day by saying: "I have discovered that it costs more to buy a single ticket from Stowmarket to Ipswich than to buy a round trip. The single fare is one penny more than the round-trip return fare. I consider this to be crazy." •

TRAVEL time between Montreal and Toronto will be cut to about 4½ hours next year by the Canadian National, which will be the first carrier to buy the highspeed "Turbo-trains" designed by United Aircraft Corp. Under a lease-maintenance agreement, CN will put the first 14-car two unit train into operation next April. Three other units will be delivered by next June.

Initially the trains will make speeds of only 110 miles an hour, although they could hit 160. The top speed will be utilized when improvements to signals and trackage are completed. Then the run between the two cities will be cut to just over three hours.

Motors and cabs will be on each end of the trains, eliminating the necessity to turn around at stations. Present equipment takes about three hours to turn around and doesn't make more than a single trip a day. Canadian National really likes passengers.

Terms call for United Aircraft to maintain the trains for eight years, with CN having the option to buy the trains at any time during that period. The new trains cost about the same as conventional equipment of similar capacity, but will offer reduced running cost and better space utilization. •

CPR STEAM. His enjoyment of Dick Murdock's article, "SP Built 248 Engines," in our July issue prompted Ian S. Fraser, 124 Beaconsfield Blvd., Beaconsfield, Que., Canada, to point out that the Canadian Pacific built 1,074 engines in its Delorimier and Angus shops between Nov. '83 and June '44. Of this total, Delorimier produced 384 between Nov. '83 and June '04, and then Angus outshopped 690 from Nov. '04, to June '44. The last loco built by CPR was 4-6-2 No. 1201, class G-5. •

ALTHOUGH automation has taken over most of the duties of diesel locomotive helper (fireman), two men are still needed in the cab at all times on high-speed trains for reasons of public safety and because the engineer needs help on his job.

So says John E. Martin, Illinois Central engineer, 1249 Worthington St., Memphis, Tenn. 38114. "Locomotives operating without a fireman," he explains "are equipped with a foot-pedal, or Alertor 'dead-man' device. If the engineer lifts his foot from the pedal and keeps it off for 20 seconds, the beeper's warning sound begins to operate, whereupon the engine and train brakes apply.

"A head-end brakeman rides the freight locomotive to set out and pick up cars and throw switches to enter and leave the yard tracks. The engineer alone is qualified to give mechanical attention to operating one to six diesel units. Long hours on the road plus the strain of operation exhaust an engineer working alone.

"Yard switching without a helper is fairly safe. However, in transfer hauling or industrial switching there is danger in the public traffic of street crossing unless a fireman is available to keep a lookout on the left side. Switchmen ride the cars or rear footboard of the locomotive. With no fireman, the left side is blind to the engineer. His only precautions at such times are slow speed, bell-ringing, the headlight glare, and blowing his whistle, hoping that motorists will stay clear of the tracks.

"Engineers working in the yard have an 8-hour tour of duty. Radio-phones and walkie-talkies have reduced the switching crew to the engineer, the engineer-fireman, and one helper. Beeping of the Alertor 'dead-man', radio blasting, and locomotive operation that includes hundreds of starts and stops, backup and forward movements, and kicking cars into classification tracks—all these make the long 8-hour tour of duty very tiring to the engineer with no fireman, or assistant.

"After the Federal Government's decision in the matter, most railroads eliminated all firemen with less than ten years' service. A few managements, however, wisely kept the present firemen in service. One big problem is: from where will future engineers come unless they are given the training and experience of working in the cab?"

The Brotherhood of Locomotive Engineers wants a pay increase of 33 percent for all of its members and 25 percent additional for men who do not have engineer-helpers (firemen). ●

FRED WESTING'S article on "Locomotive Nicknames" in a recent issue of this magazine had a special interest for James B. Aird, *Hillside*, 7 Garngaber Ave., Dunbartonshire, Scotland, who writes: "Fred was in the Public Relations department of Baldwin Locomotive Works at Eddystone, Pa., when I visited there in 1949-'50 and many a pleasant chat we had. His knowledge of British engines astounded me.

"The London Midland Region line north from Euston to Crewe, Manchester, and Liverpool is now electrified throughout and trains are running between London and Crewe at an average of 80 mph. The northbound *Royal Scot* now reaches Glasgow in 6½ hours, with stops at Crewe and Carlisle. Everyone seems to have forgotten that in 1939 the steam-powered *Coronation Scot* was *doing the journey in the same time with* one stop and that in 1936 a train pulled by a Pacific type, the *Princess Elizabeth*, covered that distance in 5 hours and 50 minutes on a test run." •

BOYHOOD MEMORIES. "The first copy of *Railroad Magazine* I ever read had a letter about a snowbound freight on the Illinois Central that melted enough snow to supply water for the engine so that she could back down Storm Lake hill to Cherokee, Iowa," writes Kelley G. Reed, 2207 Dunbar Ave., Dunbar, W. Va. 25064.

"Such things interest me because my father had been the IC freight agent at LeMars, Iowa, and I was brought up in a railroad atmosphere. Those were the days of *The Hawkeye Limited* and several CMStP&O locals as well as passenger trains using the IC track between LeMars and nearby Sioux City. I remember seeing an Omaha Road passenger train with what looked like an old Brooks 4-4-0 that couldn't start on the slight grade at our station. After several shifts of the Johnson bar, close coupling, and jerking, she finally backed clear out of town at about five miles an hour.

"My boyhood hero was IC engineer Frank Darr. I thought my future was cut out to replace him on the local freight train, with engine 771, that ran between Cherokee and Sioux City. Later on we moved to Ohio and I was surprised to find that the people there had never even heard of Mr. Darr or the town of LeMars." •

THE SHIPMENT of frozen fresh fruits and vegetables, so common to today's housewife, began 100 years ago in the town of Cobden, Illinois, located on the Illinois Central Railroad. A young man named Parker Earle of Cobden had been conducting experiments in the growing of small fruits on his farm. His experiments proved that southern Illinois was well adapted to the culture of strawberries. The IC provided access to Chicago, then a city of more than 100,000 inhabitants, but how was he to ship the strawberries so they'd arrive in good condition.

In spring of 1866 Earle built a dozen large wooden chests, each with three layers of boards for constant protective temperatures. Each was waterproof and airtight. In the bottom was an ice-storage chamber several inches deep. When the strawberry-picking season arrived, Earle packed each chest with 100 pounds of ice and 200 quarts of choice berries. The first ones he shipped to Chicago arrived in perfect condition and brought as high as $2 a quart in the South Water Street market. Thus began fruit shipments under refrigeration on American railroads. •

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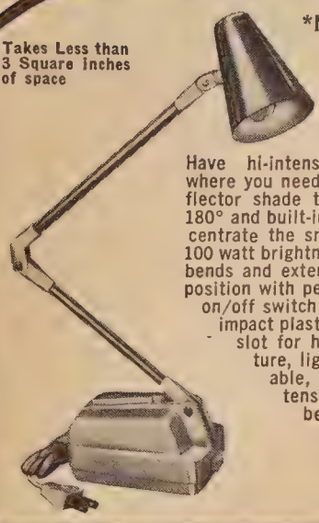

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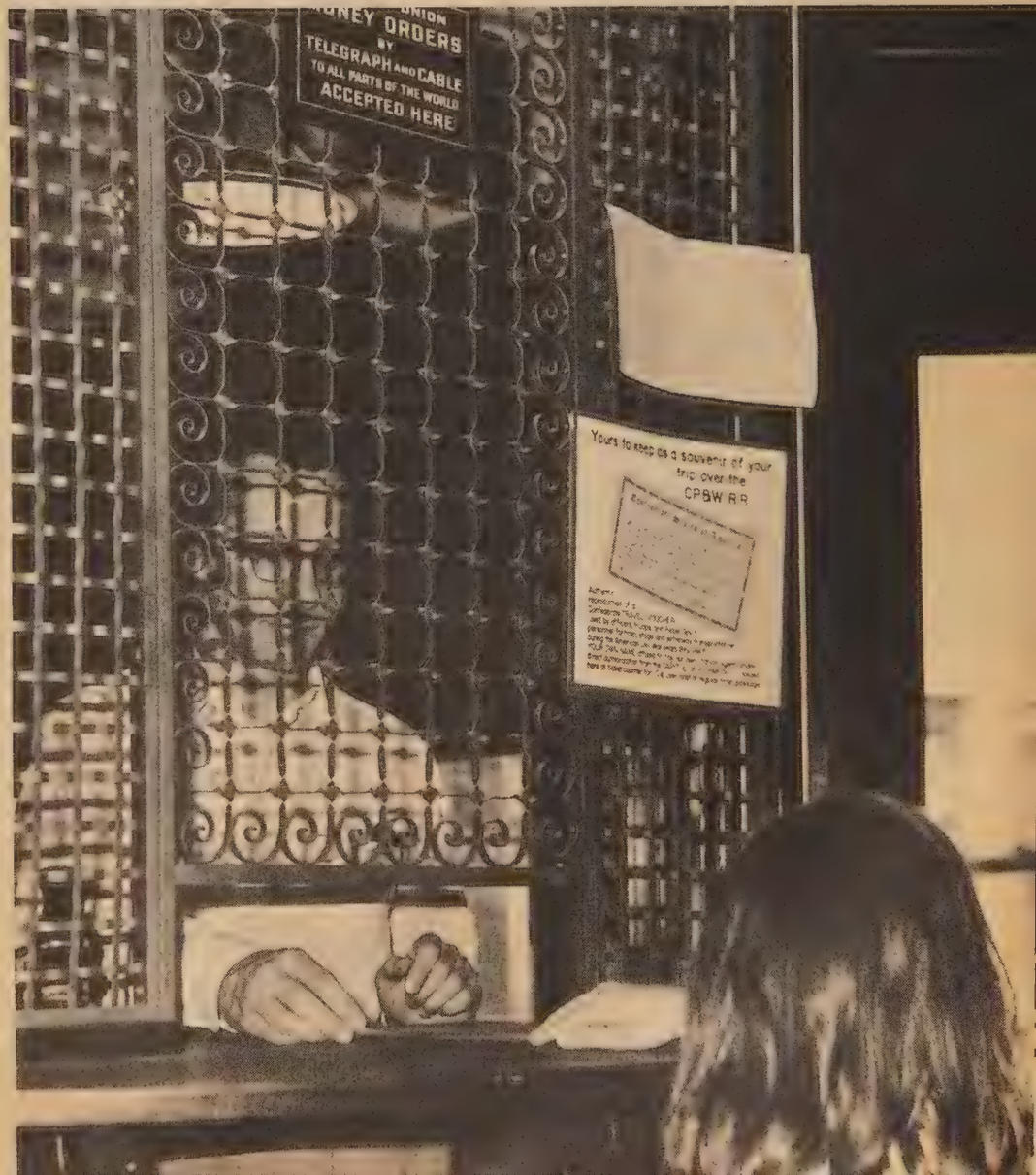
Dolores Johnson, of Denver, who wrote article on page 23, visits Colorado Railroad Museum at Golden, where Bob Richardson tells her the history of an old D&RG 2-8-0.

Cliff Stahl, son of Interesting Railfan No. 45 (page 26), sells tickets at Deadwood Flats station of the Carroll Park & Western line.

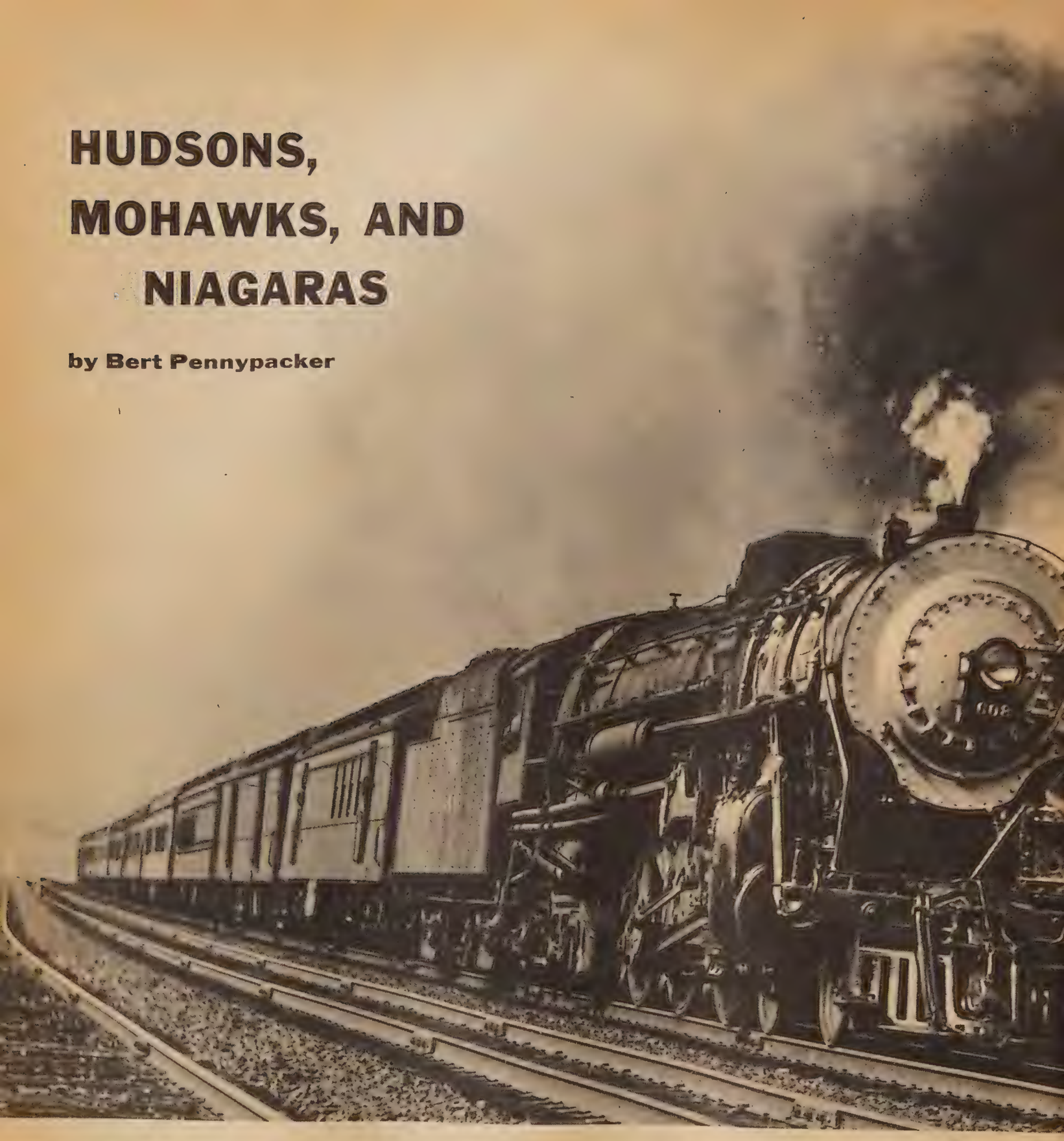
PORTRAIT GALLERY

Author of "Canadian Steam Shortline" (page 36) is a Canadian Pacific conductor, Leslie N. Falle, 785 Strand Street, London, Ont., Canada, who'd like to hear from "rails" and fans.



HUDSONS, MOHAWKS, AND NIAGARAS

by Bert Pennypacker



MORE THAN fifteen years ago we spent many pleasant summer hours at twilight beside the picturesque shore of the Hudson River watching the New York Central's handsome steam power as it highballed westbound passenger trains on overnight runs to distant cities. Pink and golden hues of fading sunset reflected from the flanks of mighty (4-6-4) Hudsons, (4-8-2) Mohawks, and (4-8-4) Niagaras as they chugged by with throttles widened, exhausts blaring, and soft-coal smoke whipping back over the tops of lengthy limiteds, leaving a faintly acrid scent in the air as the rear markers faded into the gathering dusk.

They raced up the Hudson and Mohawk valleys, along the rim of Lake Erie, and across Indiana flatlands—super-locomotives designed and built to operate over the mild gradients of 0.75 percent or less on the Water Level Route between New York and Chicago, 960.7 miles.

The Central's fleet of 275 Hudsons and 600 Mohawks represented the nation's largest ownership of those types. Most of them featured modest tractive efforts, with boosters to assist in starting, plus large-capacity boilers and high-speed prowess. Such engines had relatively little in common with the

The Wolverine, wheeled by a Hudson type, No. 608, class J-2, (later renumbered 5463).
Action shot by Lucius Beebe

Snow reflecting light on Mohawk 3011 helped Ed Nowak to make this photo. From 1916 to 1930 New York Central system had nearly 500 of these 4-8-2's.

No. 6002, a Niagara type (4-8-4), leaves LaSalle Street station, Chicago, with the Central's combined *Pacemaker* and *Advance Commodore Vanderbilt*. This loco (Alco '45) was later involved in a wreck and completely rebuilt. C. William Jernstrom, 822 Pelham Drive, Fort Wayne, Ind. 46802

plodding drag-freighters or mountain-climbers, one reason being that their route had no mountains to climb. This super-power often burnished the rails at 80 miles an hour, carrying huge coal supplies for long runs and occasionally scooping water from track pans.

However, the Central's first use of modern super-power was not on the main line's easy profiles. Back in 1924 Will Woodard, a famed mechanical engineer employed by Lima Locomotive Works, designed America's first 2-8-4 type, known as the Lima A-1 experimental. In grueling tests this newcomer tamed the 200-mile Boston & Albany route, the Central's toughest operating district, that you might call a seesaw obstacle course. The line corkscrews across Massachusetts and culminates in the long climb over Berkshire Hills.

Shortly thereafter, a total of fifty-five 2-8-4's aptly dubbed Berkshires, were riding the B&A rails, in addition to which twenty Hudsons with smaller-than-standard 75" drivers were pounding over the same road.

"Those big A-1 2-8-4's brought almost unbelievable changes in our train operation," recalls Charlie Williams, a retired B&A engineman who spent 45 years with all types of Central steam locomotives, from wielding the scoop on 0-6-0 yard goats to pulling the throttle on Mohawks that wheeled the swanky *New England States* limited.

Charlie goes on: "With a single A-1 we could haul tonnage that formerly required doubleheading H-5 Mikados.

For 27 years Paul W. Kiefer was top mechanical officer of the N.Y. Central.

Oh, the H-5's did a good job in their day, but they weren't built for high capacity. Their fireboxes looked like small storage closets as compared with the 100-square-foot grate area of the A-1 which seemed almost as large as a living room. Strangely enough, after we'd get a good deep fire built in that huge A-1 box, it would burn so slowly and efficiently that we'd use little more coal than an H-5! Handling a 2-8-4 also took more skill. You had tremendous power, what with increased steam pressure, 240 pounds, and the improved front-end throttle which gave a touchy, or fingertip, control not present in older engines."

Charlie admired those Lima super-2-8-4's for the way they climbed the Berkshires. Even with the booster cut in and the reverse down in the corner, they maintained full working pressure while the hills reverberated to their deep-throated exhausts. But he remembers using caution around the numerous curves that twisted sharply through rock cuts, limiting the visibility and sometimes creating landslide hazards. One harrowing experience he will never forget. On that night his A-1 was blasting slowly upgrade with an eastbound drag through the long rock cut near Washington in Massachusetts.

"As I leaned out the cab window," he reminisces, "a flurry of small stones pelted my head and shoulders, and I quickly withdrew but none too soon. A good-sized boulder bounding down the slope broke the cab window I had just vacated. I wanted to stop the train right away to avoid a derailment in case any large rocks had got under the wheels, but did not dare throw her into emergency because a pusher shoving on our rear might have buckled the train.

"Well, we got stopped with all wheels on the iron, whereupon I drank a cup of coffee from my thermos bottle to settle my nerves. Then, with the fireman and head brakeman, I climbed down from the cab to see if any rocks were blocking the right-of-way. Everything looked OK. We agreed that this was our lucky day—until we found a huge flat stone wedged tightly between the right front footboard and the truck wheel. Had our engine rolled another foot, she'd have been derailed! The only way to dislodge the rock was by reversing, so I sent the head brakeman back to tell the hogger on the pusher that we'd be easing back a little. After that we eased back, and back still further. The big rock kept sliding without being dislodged but finally caught on the edge of a crosstie and stuck, bending the footboard supports as we backed off of it.

"But that didn't end our troubles. Several small rocks must have fallen into the tender and became lodged in the stoker screw, which soon jammed tight. We wound up by hand-firing her into Springfield."

The Central's 2-8-4's bore numbers 1400-1454; but the original demonstrator, No. 1, later became the property of the Illinois Central as their 7050. It is interesting to note that the Boston & Albany's A-1's evolved directly from Lima's H-10 super-Mikado of 1922, which was built in quantity for comparatively level sections of the New York Central system. With 63" drivers and 28x30" cylinders on both A-1 and H-10, the chief difference lay in the former engine's huge firebox supported by a four-wheel trailing truck. Because of running-gear limitations, those pioneering 2-8-4's lacked the speed potential built into later Berkshires on other roads, but great power, not speed, was most essential for B&A service.

TALL, distinguished-looking, and soft-spoken, Paul W. Kiefer was the mechanical architect for most of the Central's modern steam power. Kiefer began his railroad career as a machinist apprentice on the old Lake Shore & Michigan Southern. Working upward through various jobs, he eventually became the Central's top mechanical officer, a position he filled ably for nearly 27 years.

At the height of his fame Kiefer had little time for the ultra-conservative locomotive views of the Central's arch rival, the Pennsylvania Railroad. He believed in using freely such modern appliances as feedwater heaters, front-end throttles, stokers, boosters, and giant-size tenders, which the Pennsy used sparingly.

His appointment forty years ago to the top mechanical post came at a crucial time when the Central's newest, big, passenger Pacifics—classes K-6a and K-5b—lacked the capacity to continue hauling heavier trains on faster schedules. The normal trend might well have been to add a pair of driving wheels to the Pacific design and put a fleet of passenger Mohawks in service. After all, many carriers were using such power in passenger service and the Central itself had hundreds of them in freight work, dating back to 1916. However, Kiefer agreed with one statement by Pennsy motive power chief Theodore N. Ely, namely: "We think that every pair of drivers adds complications of machinery and friction."

This line of thought led directly to

(Above) The very first Hudson loco was NYC 5200, class J-1A (Alco, 1927), pictured pulling *The Knickerbocker* through Oscawanna, N.Y., in 1942. (Lower shot) Two NYC Hudsons haul an eastbound limited out of LaSalle Street station in '51.

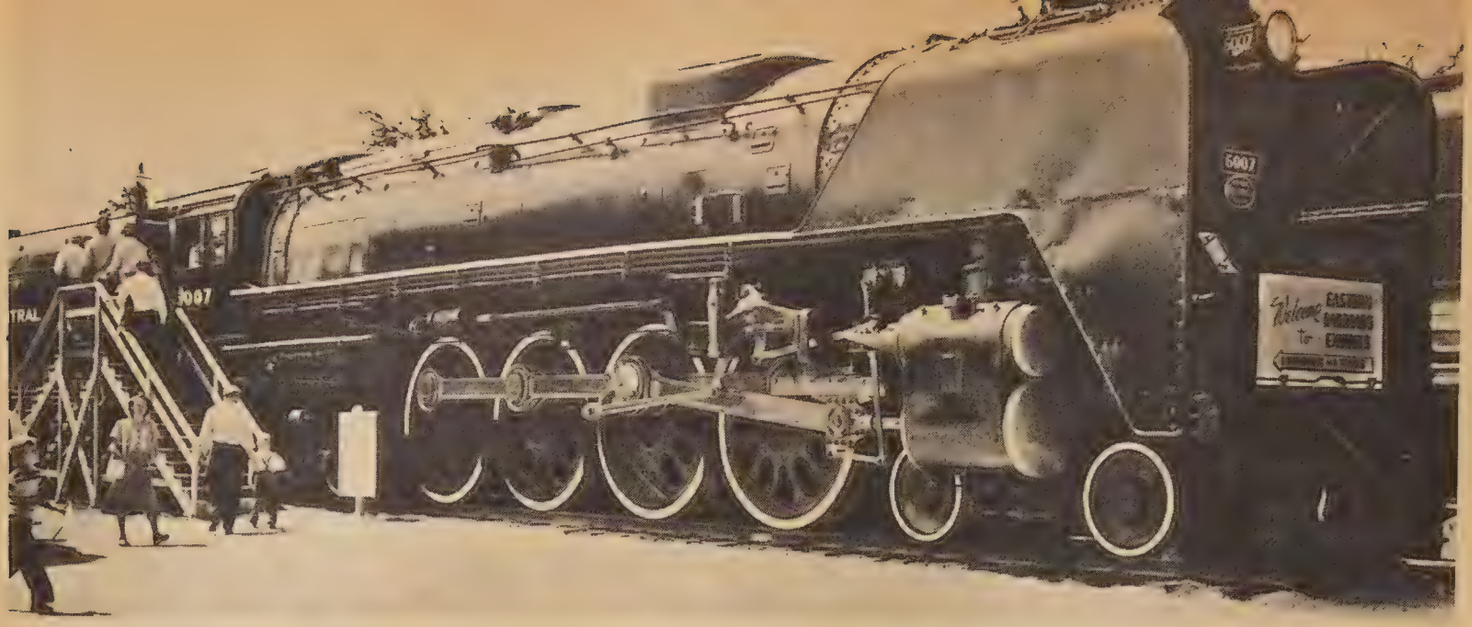
Upper photo by Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

retention of the Pacific's 25x28" cylinders and six 79" drivers but placing them beneath a super-powered boiler as had been done when Lima redesigned its 2-8-2 into the Boston & Albany's 2-8-4, the A-1. The Central's first 4-6-4, No. 5200, arrived from Schenectady early in 1927 and was greeted with enthusiasm. President Patrick E. Crowley named it the Hudson type in honor of the great river which his road parallels for 140 scenic miles.

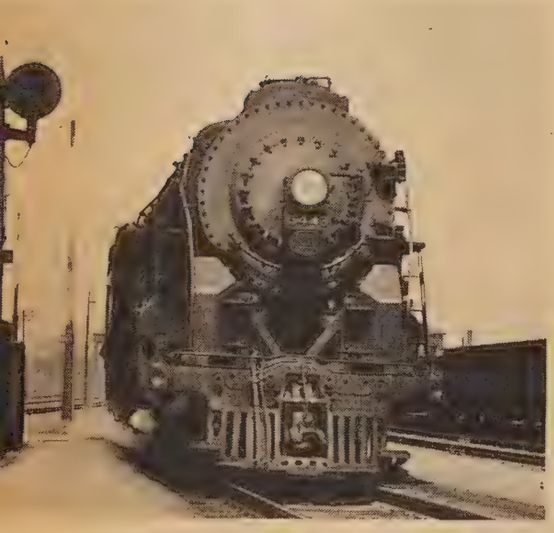
The 5200, large and resplendent, won a place in history as America's first Hudson locomotive by only a few months. Both the Nickel Plate and the Santa Fe received similar types later in the same year. In fact, C. H. Bilty of the Milwaukee Road is said to have designed a high-speed 4-6-4 as early as 1925 but building her couldn't be financed until 1929.

Pleased with the new J-1 Hudson, Kiefer ordered competitive road tests between her and a K-5b heavy Pacific on the 150-mile Mohawk Division between Albany and Syracuse. The contest was exciting but, of course, the Hudson won handily. Pulling three more cars than the K-5b hauled, she scored a

Photo by R. L. Borcherding (negative in collection of Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101



The Central exhibited one of its Hudsons, No. 6007, with considerable pride at a railroad fair in Chicago in 1948.
W. G. Fancher (Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.)



Hudson 5443 entering Englewood, Ill., station with eastbound train in 1951.

Both pix by R. L. Borcherding
(negatives in Seacrest collection)

Head-end shot of streamlined Hudson, No. 5429, with *The Mercury* in 1951.

28.1 percent increase in drawbar horsepower, which netted a 28.9 percent rise in the overall speed.

By 1931, Kiefer's first Hudson fleet had grown to 205 J-1's, numbered 5200-5404, and twenty J-2's on the Boston & Albany, 600-619. (In 1936 the Michigan Central's 8200-8229 were renumbered 5345-5374, in the aforementioned Hudson fleet, while the Big Four's 6600-6629 became 5375-5404 in that same fleet. After the second World War the B&A's 600-619 became 5455-5474). The Central put on an aggressive drive for passenger business, glorifying at the same time their exquisitely-styled Hudsons and *20th Century Limited* by running much of the extra traffic as sections of that train.

A typical example of the J-1's prowess occurred on the 133-mile stretch from Toledo to Elkhart which the fast 5277, with a 13-car section of the *Century,* covered neatly in 112½ minutes! Such performances, perhaps routine for those great engines, helped to create a national image that gained stature when Lionel adopted the 5344 as the prototype of a new model tinplate line.

Successful as the J-1 Hudsons proved to be, the Paul Kiefer story is one of still brighter achievements. Kiefer's best 4-6-4's came from Alco in 1937 and '38 with Nos. 5405-5454, class J-3a. The final ten of this lot were encased in streamlined shrouding designed smartly by the industrial consultant Henry Dreyfuss. Compared to predecessor J-1's, the new engines had a cylinder bore 2½" smaller, a cylinder stroke one inch longer, 50-pound increase in boiler pressure, and a 43" combustion chamber (J-1 had none). These specifications combined to produce 19.75 percent rise in drawbar horsepower with but very little more total weight, a remarkable feat of engineering.

Moreover, the J-3a's were dynamically counterbalanced and equipped with either Boxpok or Scullin disc drivers (25 engines with each type), while all of the wheels had roller bearings. The older J-1's also were dynamically counterbalanced for smoother running and less track damage. Then Kiefer began receiving reports that seemed to indicate the J-3a drivers lifted slightly off the rails at high speed. So he had men apply grease to a long section of test track and, by using motion-picture cameras, set about proving or disproving the theory.

When a locomotive hit the greased rails at 80 or 90 mph, her driving wheels spun much faster than the engine herself was moving. The highest recorded driving-wheel speed on those tests was 164 mph, the only speed at which the wheels rose perceptibly off the rails, so Kiefer was satisfied.

TOMMY QUINN, a hogger who piloted trains over the Mohawk Division for many years, looks back over the years and says: "We'd have little more starting power with a J-1 Hudson than was available in the K-5b Pacific, but once under way we really sailed along.

"Our only difficulty lay in getting over the three-mile West Albany hill, the steepest grade of which is 1.63 percent. If we had more than a dozen cars out of Albany they gave us an 0-8-0 sometimes as a rear-end kicker, and

Hudson 5264 with outbound NYC train passes Rock Island commuter train at Englewood, a Chicago suburb, in 1951.
R. L. Borcherding photo in James C. Seacrest collection

that helped quite a bit. The trick in making a fast start with a booster-equipped passenger engine was to cut in the booster several minutes before starting, otherwise it wouldn't build up enough pressure to do any good.

"Sometimes we found the Albany station to be a terrible bottle-neck and time-waster, especially with the heavy traffic of World War II. The Hudson Division man would be stopped at the double-tracked bridge approach, and lose time. Then they'd use up more time by adding cars from Boston connections and we'd really battle out of town, working hell out of the engine. When I had a greenhorn fireman (we had many in those days) my troubles multiplied. I'd often get the throttle adjusted and as she started to ramble like a scared antelope I'd put the fireboy on the right-hand side to watch things while I corrected the errors in his firing methods before the pressure could drop off."

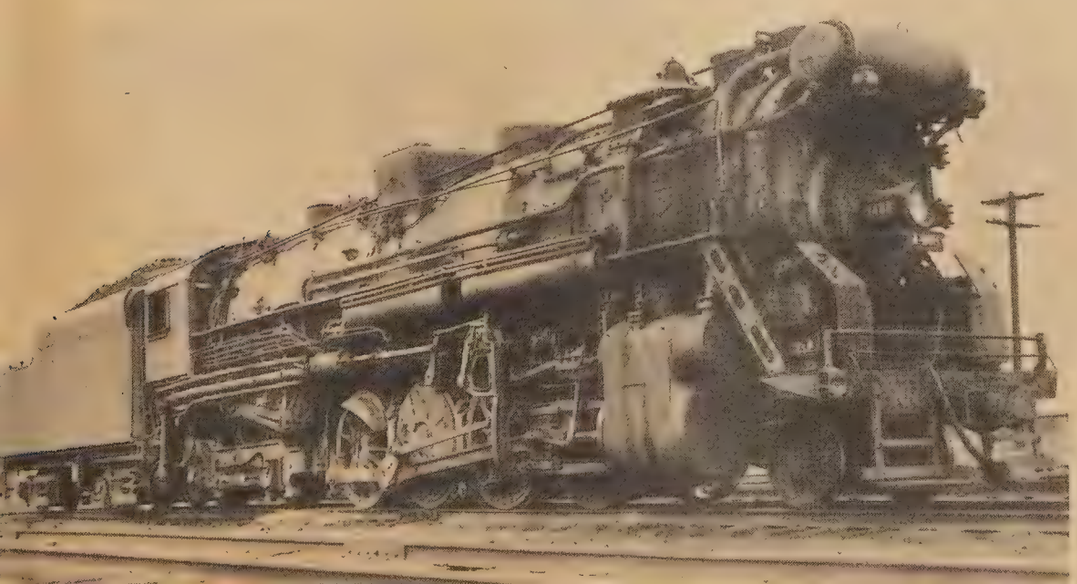
The Hudson's hp capacity to pull 13 or more cars at 80 mph was only half the story. The other half was sustained long-distance runs. Those engines actually ran through without change from Harmon to Chicago, 925 miles. They did this with trains like the *Century*, which bypassed the Cleveland Union Terminal's electrified section, where engines on most trains usually were changed. Exceptionally large tenders held up to 30 tons of coal, allowing for two refueling stops at on-line coal docks located in Wayneport, N. Y., and Mina, Ohio, near Rochester and Toledo respectively.

Water capacity up to only 14,000 gallons was carried aboard the tenders, additional water being taken from track pans "on the fly" at 19 locations between Harmon and Chicago. An engine could scoop up about 5,000 gallons from each 2,000-foot track pan. Some 2½ gallons went into the tender for each lineal foot of scooping distance. But while doing that, train speed was cut to at most 40-45 miles per hour, which impaired operating efficiency.

Kiefer sought a way to scoop water at 80 without blowing off the cistern lid. A test train took water at various speeds from the Schenectady track pans while a rugged camera man rode atop the tender, shooting movies. Needless to say, he was thoroughly doused before it was all over. The tests developed a specially-designed return syphon that came out of the cistern's top and jutted downward, thus relieving inside pressure and sending overflow water back to the right-of-way.

"If you think scooping water at 40 mph caused a spray and overflow into the air from the track pans, you haven't seen anything unless you've witnessed a Central engine doing it at 80," comments Bill Jernstrom, who was No. 40 in *Railroad Magazine's* series of *Interesting Railfans*. By riding the cabs of many Central steamers on the Western Division between Chicago and Elkhart, Bill became familiar with the art of scooping. At 80, the flying water sprinkled the first three or four cars of the train. Bill recalls several instances when hoboes made the bad mistake of climbing aboard and riding the rear of the tender in bitterly cold weather. The hapless hobo was soaked to the skin but couldn't jump off, and the water congealed on him. When the train arrived at Elkhart, the ice-covered man would be found frozen solidly to the tender and they'd have to chop him loose! Bill doesn't know whether or not any of them died as a result.

Forrest W. Trittenbach (Reading conductor), 661 Chestnut St., Emmaus, Pa. 18048
Boston & Albany 1408: the A-1's evolved from Lima's H-10 super-Mikado of 1922.



FROM 1916 to 1930 the New York Central amassed nearly five hundred 4-8-2's, which it designated the Mohawk type, even though most of the other railroads preferred the term Mountain type. Mohawks remained quite adequate to handle freight service along the Water Lever Route, but by 1940 Paul Kiefer had to develop a more powerful locomotive with dual-service characteristics. West Albany

shops converted two ten-year-old L-2d's for testing in high-speed work and these performed very well indeed at 80 miles an hour, despite rather small 69" drivers.

This pointed the way to a superb fleet of 115 Mohawks of classes L-3 and L-4, built by Alco and Lima in 1940-'43. It, too, was a brilliant achievement for Kiefer, since he avoided the time and costs of a full-scale development program. You could identify the big L's assigned to dual service by their cast-steel pilots with drop couplers (the freight-only hogs had nondescript footboards). Later, many L's got "elephant ear" smoke deflectors. Their claim to greatness rested largely on their ability to make 80 mph with 69- or 72-inch drivers. The engines also pulled mammoth tenders carrying 43 tons of coal and 15,500 gallons of water.

During World War II the new Mohawks pulled 30-car troop trains, fast limited, and freights with equal ease. The handsome 4-8-2 that headed the *Water Level Limited* out of Harmon and up the Hudson valley, for example, might well have steamed boisterously down that same valley with a fast freight just three hours earlier. They were even dispatched across the Berkshire Hills to Beantown, which brings up an incident from Charlie Williams, the retired B&A hogger.

"During the war," he says, "I was called for an eastbound troop extra out of Albany. When my L-3 engine came through from the west I noted that we'd soon have to use the coal-pusher to move coal forward in the big tender so that the stoker screw could pick it up. But the coal-pusher wouldn't operate. We stopped at Pittsfield to load water and stayed there because it was impossible for us to shovel tons of coal forward in the tender by hand. No other engine could reach us for relief for several hours.

"A worried Army officer in command of the train told us this troop movement had to be in Boston quickly to make the sailing time of a convoy. When he learned that all we needed was manpower, he assigned half a dozen doughboys in dark green fatigue garb to shovel our coal. Thereupon, we got 'er rolling again. My fireman was happy because all he had to do was operate the stoker and leave the back-bending work to the Army."

The end of World War II signaled the influx of diesel power, but a railroad with NYC's achievements in steam wasn't going to change quickly. In 1945, realizing that his Mohawks had reached their peak of development, Kiefer turned to a fleet of mighty 4-8-4's known as Niagaras. They weren't the Central's first 4-8-4. A weird compound 4-8-4 with three cylinders and low boiler pressure had been outshopped by Alco in 1931 but was scrapped shortly afterward.

Post-war Niagaras started out as a dual-service machine with 75" drivers and soon became a passenger engine

Photographed by the author in 1950 at Crugers, N.Y.

"Elephant-eared" Mohawk No. 3132, class L-4B, in dual service with cast-steel pilot and drop coupler, also 72" drivers.

Both photos by the author

At Oscawanna, N.Y.: (left) 4-8-4 No. 6009 with the *Commodore Vanderbilt* in 1947; (right) 4-6-4 No. 5450 heading *Ohio State Limited* in 1941.

having 79" drivers. Nos. 6000-6025, class S-1, built by Alco in 1945, bespoke an engineering triumph wherein a 6300-hp giant was compressed into a maximum height of 15 feet, 2 inches to meet clearances and a total wheelbase length of just under 100 feet to fit upon existing turntables.

Huge fireboxes boasted 100.1 square feet of grate area while the boilers were so large that a perforated dry pipe replaced the conventional steam dome. The PT tenders rolled on 14 wheels and carried 18,000 gallons and 46 tons, a capacity that was duplicated in 38 additional PT tenders built for use on J-3a Hudsons.

In 1946 Alco built the Central's last Niagara, S-2a No. 5500, equipped experimentally with Franklin poppet valves. Even though none of the 4-8-4's had boosters, they were the only passenger engines permitted to climb West Albany hill without the help of an 0-8-0 pusher, regardless of train length.

The 6002 (also pictured on page 15) ran into derailed freight cars at Lydick, Ind., on November 14, 1945, and was ditched. Bill Jernstrom reached the scene in time to take these shots of the "big hook" lifting her back onto the track.

BILL JERNSTROM, who rode the cabs of many Niagaras over the Western Division, recalls:

"Engineers loved to run them, but the firemen complained loudly about the difficulties of using clinker hooks in the huge fireboxes. After riding both Niagaras and diesels, it's plain to see that the steamers actually accelerated faster than a growler and I've frequently ridden the former at speeds in the nineties."

November 19, 1945, was disastrous for train 68-2, the combined *Commodore Vanderbilt* and *Pacemaker*, which the 6002 pulled eastbound from Chicago. Approaching the track pans at Lydick, Ind., at 80 per, the fireman stood ready to lower the heavy steel scoop, but before he could do so sev-

Niagara No. 6011 highballing *The Knickerbocker* through Croton, N.Y., in 1947.
Photograph by the author

Paul W. Kiefer retired in March, 1953, as the steam age was ending.

eral cars in a passing westbound freight jumped the track right in front of the speeding 6002! This impact created a deafening roar and crumpling of steel against steel.

The massive 4-8-4 leaped off the rails and across a field, dragging several cars with her and finally rolling over on her side.

There were no fatalities, but 26 passengers were injured. The 6002's crew suffered only slight injuries but were trapped in the cab for several hours before the cutting torches could free them. NYC had no wrecking cranes heavy enough to handle an S-1a, so Santa Fe and Pere Marquette cranes lifted her back onto the track after which she went to Beech Grove shops for repairs.

The Central's operator at South Bend called Bill Jernstrom on the telephone to say that train 68-2 was very late and the dispatching wires were out. Bill jumped into his auto, found the wreck, and photographed it. Chicago newspapermen arrived on the scene after dark. Since they couldn't take good pictures, they bought Jernstrom's shots, which were published later in the big dailies, a rare honor for an amateur railfan photographer.

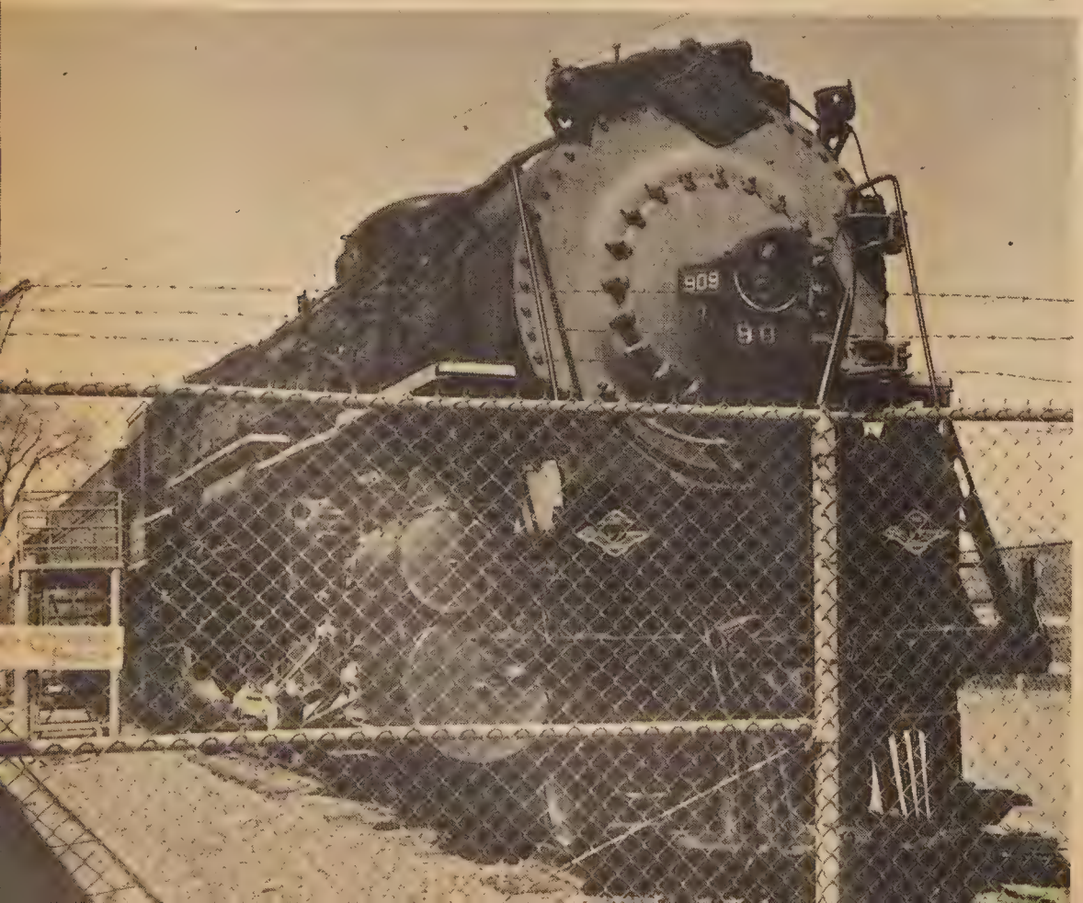
Those powerful 6000's were Paul Kiefer's finest and perhaps best contribution to super power of the Water Level Route. However, the 4-8-4's weren't quite the Central's last new steam locomotives, for in 1948 Alco and Lima built seven medium-sized Berkshires for the Pittsburgh & Lake Erie, an important unit of the Central system. But being poor steamers, they were replaced quickly by diesels. Their real distinction was the dubious one of having been Alco's final steam production for the domestic market.

As NYC's great armada of high-capacity steam locomotives faded away into its twilight years, Paul Kiefer bade farewell to his office in March, 1953. Few other men had been so closely associated with the locomotives they developed. It is a point of sad significance that the first Hudson, No. 5200, was scrapped in the same year her designer retired. The remaining 274 Hudsons became extinct three years later.

In the mid-1950's the farewell exhausts of Central super-power were heard in Big Four territory. We regret to point out that the unsentimental NYC, with red-inked ledger books, failed to save or donate a single locomotive for historical purposes.

But a solitary L-3a, the 3001, stands protected by a strong wire fence on the State Fair grounds at Dallas, Texas, masquerading as Texas & Pacific 909. This odd turn of events came about when a T&P 2-10-4 numbered 638, the original exhibit set up in 1949, was completely wrecked by vandals and no local replacement could be found. The 3001, then stored in the New York Central's Selkirk yards, was sold and shipped to the Dallas Fair management. She is the only surviving remnant of modern steam super-power on the Water Level Route. ●

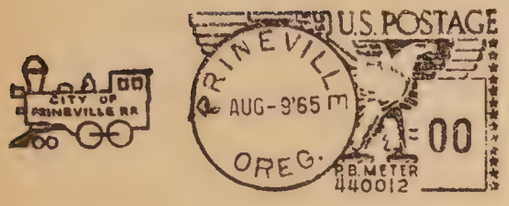
Michael A. Eagleson (ex-E-L operator), 286 Washington St., Glen Ridge, N.J.
NYC Mohawk No. 3001, renumbered and relettered Texas & Pacific 909, now on the State Fair grounds at Dallas, Texas, replacing a vandalized T&P engine is the Central's only steam locomotive still extant—except for the 999 in Chicago.



A CITY THAT DOESN'T COLLECT TAXES

Railway Pays Its Bills

by DOLORES JOHNSON



Prineville postmark has engine picture. (Right) Depot and general office building.

NONE of the 3,650 people who live in Prineville pay city taxes. Yet 92 percent of their streets have modern paving, a city sewer system serves their homes, schools, churches, and places of business and their streets at night are very well lighted. It's a pretty community and the residents get along very well without local taxes. Their City Hall cost $168,000 and their spacious public swimming pool is very popular in summer, but neither construction was financed by a bond issue. Furthermore, in 1963 Prineville boasted the highest per capita expenditure for parks and recreation of any city in Oregon.

The Santa Claus which gives these citizens a local tax-free status is the City of Prineville Railway, a common carrier that the municipality has owned and operated for nearly half a century. It is a shortline. From Prineville, located in a lush valley near the center of the state, it extends 19 miles to Prineville Junction, a lone terminal depot three miles from the closest town, where it connects with the Oregon Trunk Railway, a subsidiary of the Great Northern and the Northern Pacific.

Over this route much of the city's produce moves daily to main-line carriers and national markets. There is passenger service, too, once a week during the summer, but nobody pays to ride the city-owned coach. Despite this service, the railway makes money. Its profits going into the city treasury make the collection of local taxes unnecessary. During the fiscal year 1964-'65 the little railway turned over to the city more than $200,000 from profits and from an excess which the railway's operating reserve had accumulated.

Since 1949 the line has given $1,648,104 to the city. At first these profits were used merely to reduce Prineville's tax levy. But by 1963 the railway was doing so well financially that the City Council decided there was no longer any need to tax the citizens. Since then railway profits, instead of city property taxes, have been used to meet the budget. Because of this happy situation, Prineville residents pay the lowest property taxes of any Oregon community with a population of over 1,000, their rate being 70.7 mills for 1965-'66 paid for county services, schools, high school bonds, regional college, and so on.

Some years ago, when the voters approved a sewer bond issue, the city sold its bonds to its railway, a neat procedure which saved more than $80,000 in interest, inasmuch as interest payments go to the railway and then automatically back into the city's general fund. Any way you look at it, the City of Prineville Railway is a gilt-edged enterprise.

"It is highly unlikely that we'd have

Photo, taken several years ago, shows engine 101 with a train in sagebrush country, scenic Smith Rock in distance.

Mrs. Frances Juris, recorder-treasurer of the railroad-supported city.

such good parks or well-lighted streets if it weren't for the railway," says Mrs. Frances Juris, the city's recorder-treasurer; and railway manager C. C. McGlenn states: "Our big industry, lumbering, never would have been started without the railway."

The main reason for laying track in the first place was a desire to develop a lumber industry from a huge stand of Ponderosa pines in the Ochoco Mountains east of town. In 1911 James J. Hill, the "Empire Builder," constructed the Oregon Trunk Railway from the swift Columbia River southward into Central Oregon and the vast timber country of the Cascades. Although the Hill interests surveyed a route through Prineville, they chose one 19 miles to the west of it and could not be persuaded that Prineville traffic warranted a branch line.

Since the Oregon Trunk would not come to Prineville, its citizens decided to go to the Oregon Trunk. So on March 28, 1916, they authorized—by a 355 to one vote—a $100,000 bond issue to finance a railway that would bridge the gap between their community and the Hill rail system. The single negative vote showed up again the following September 11th when an ordinance was adopted raising the bond issue to $125,000. It would be interesting to know who cast that solitary vote and why. Several other bond issues were necessary before the 19-mile line could be completed.

The first ordinance was worded in such a way as to indicate that the city hoped to avoid running the line for a long period. City Council planned to build it, operate it briefly, and then sell or lease it to one of the major railroads. By January, 1917, the city had started to buy the right-of-way and about three months later construction was begun. By May, 1918, the ties had been laid, handhewn and untreated to receive the rails.

Operation presumably started in the late fall of 1918, although there is no operating data for 1918 or 1919.

It is known that in 1920 and 1921 the City of Prineville Railway turned in a small profit, but for 17 of the next 18 years, including the Depression period, it was operated at a loss. Business was so poor, in fact, that one doodlebug was sufficient to handle all the freight and passenger traffic most of the time. The doodlebug was a ton-and-a-half White motor truck converted to rail use and powered by a 4-cylinder White motor. It could pull only two cars. At that time the railway also owned a light steam locomotive, which it used about once a week to assist the Goose in moving freight.

Through 1925 the city spent nearly $320,000 on its railway, to which it loaned more than $33,675 between 1926 and 1938. These loans were repaid before 1943. During the blackest years of the Depression the railway sank to its lowest ebb, with the city defaulting on its bonds and interest. By 1937 the lumber industry began to develop, but the modest profit it brought to the railway went to pay old debts. So little money was available for maintenance that the line fell into disrepair.

"Early in the 1940's the city tried to *give away* the railway to anyone who would operate it," says Manager McGlenn, "but nobody wanted it, even as a gift."

It was in 1945 that McGlenn assumed his present job. At that time the roadbed badly needed repair, derailments were frequent, and none of the four steam locomotives which the Prineville line owned then were in operating condition. The line was being operated, after a fashion, by a locomotive rented from the Union Pacific.

McGlenn, with 20 years of experience at working for the Great Northern in various jobs, promptly started rebuilding the line. He himself is responsible for running it, although a three-man commission, appointed each year by the City Council, assists in an advisory capacity. Because of the heavy expense of bringing the line up to standard, 1945 showed a loss, but every year since then has been profitable. At first these profits were plowed back into the operation. Between 1945 and '47 the railway borrowed a total of nearly $50,000 from the city and three Prineville mills, but repaid them in '48 and '49, and since then its profits have helped to finance city services.

After McGlenn took over, the railway bought two steam engines but switched to diesels in 1950 and scrapped its last steamer, No. 7, in 1955. Another of the changes he brought about was selling the City of Prineville's $11,000 depot at the Junction to the connecting line for $5, with the understanding that they would run it. This he did because it duplicated the services handled in Prineville. He also revised the daily operating schedule so that the train now leaves its home terminal at night for the OT and its connection with the Union Pacific, the Great Northern, and the Spokane, Portland & Seattle. Thus empty boxcars, which the City of Prineville rents from major railroads for $3 per car per day, can be picked up after midnight, starting time for the daily rates.

This late run also enables the railway to collect each day's output from Prineville's industries and start it immediately on the way to national markets. Every weekday afternoon the City of Prineville's two diesels go back and forth across town picking up production from four lumber mills, three cut-up plants, and (during potato harvest) two produce companies. The railway carries petroleum, feed, farm supplies, etc., but lumber and potatoes yield its biggest revenue. Last December, for example, lumber accounted for 537 of the line's 724 carloads. McGlenn estimates that 80 percent of the city's lumber production and 50 percent of the spuds grown in the area leave Prineville by rail. The people have good reason to ship by

Railway Manager McGlenn (left) confers with Engineer Lawrence Randall.

rail, knowing that all such shipments help to eliminate city tax bills.

The railway's working day usually starts about 5 p.m., when Nos. 101 and 102 leave the enginehouse. These engines are Alco-built, 100-ton, 660-hp. diesel-electrics, wired for multiple operation. The five-man crew, one-quarter of the railway's total number of employes, climb on for the first stop at Pine Products lumber mill, three miles west of town. Several boxcars, filled earlier in the day by the mill's loading crew, are switched out of Pine Products and dropped off at the scale track in the railway yard, just behind the two-story frame building that serves as both depot and general office.

Engines 101-102 then pick up loaded cars at Consolidated Pine, Hudspeth Pine, Ochoco Lumber, Coin Millwork, Clear Pine Moulding, and Burnett Box, and if the potato season is on, at two produce companies also. When the last load has been corraled and all cars weighed, a train of up to 35 cars is made up and leaves town about 9 p.m. It crosses Crooked River and follows a route through the river canyon, where juniper trees and sagebrush dot the hills on both sides of the track. About 13 miles from Prineville it begins its climb out of the canyon and over the rimrock to the Deschutes Plateau along 8,000 feet of track with a ruling grade of 2.73. Once out of the canyon, a massive rock formation, Smith Rock, can be seen nearby and, on the western horizon, the Cascade's snowy peaks.

Ending their 19-mile trip at Prineville Junction, the crew turn their freight over to the main lines and, for two and a half hours, switch cars for the return trip. Shortly after midnight they are ready to start back to Prineville, where they will spot the empties as needed. There is no Saturday run. However, the train makes Sunday night trips without freight to pick up empties for Monday operation at Prineville industries. This costs less then getting the cars Friday night and paying week-end rent on them.

These two Alco diesels sometimes haul 35 carloads of freight on an evening run.

Since the train brings no empties back to Prineville on Fridays, McGlenn takes advantage of the quick turnaround at the Junction to run Friday night excursions for Prineville residents. From May through October, any local organization or group of 35 to 55 persons may book a free ride on the City of Prineville train. The coach car bought especially for these outings is usually reserved well in advance.

When McGlenn first set up the free excursions in 1952 he carried passengers in an old, wooden, gas-lit caboose. But for safety's sake this was replaced by a modern coach car, acquired from a large railroad for $5,400 scrap value. Several seats were removed and a buffet table was installed so that excursion groups could hold buffet dinners or covered dish socials while enjoying the scenic round trip. For these dinner outings the train leaves town several hours earlier than usual on Friday nights.

The only other rolling stock owned by the City of Prineville Railway are four ballast cars and two cabooses, one of which is an ex-New Haven steel cupola type. Prineville townspeople, as a whole, are railfans. They love their railway. They appreciate the free rides, and, even more, the fact that it pays their local taxes. The Prineville line is said to be the only common carrier railroad that is fully owned and operated by a city. ●

This "Galloping Goose," a truck converted to rail use, wheeled passengers and freight into and out of Prineville in the 1920's.

The shortline sold this Prineville Jct. depot to mainline carriers, which are now operating it.

Interesting Railfans No. 45

CARROLL C. STAHL

by Freeman Hubbard

Behind Carroll C. Stahl is Deadwood Flats station on his steam railroad line.

WE PICKED Carroll C. Stahl as No. 45 in this series because he designed, built, engineered, and is operating the only 4-foot-gage railroad in America, the Carroll Park & Western, on Route 11, three miles east of Bloomsburg, Pa. It's a steam road two miles long. We wondered about the gage, which is standard in Spain but practically nowhere else.

Says he: "That gage was determined by an old mining steam locomotive, a 30-tonner built by Vulcan in 1925, that I bought some time ago from Jeddo Highland Coal Co. It was easier to lay rails and rebuild our rolling stock to conform than to rebuild the engine."

Born Feb. 6, 1906, in a village near Harrisburg, Pa., Carroll Stahl is the son of a woodworking craftsman who is now 84 and in very good health. There are seven railroaders in his family tree: two cousins and five uncles, one of whom was killed while braking over the hump in the Pennsy's Enola yards. As a small boy, Carroll was given Ives tinplate and made his own layout, using bits of stone and moss for scenery.

But model railroading wasn't enough for a lad with his heritage. One morning, at age five, he wandered down the railroad tracks of the old Central Pennsylvania (now PRR) in the path of an oncoming freight and was yanked to safety by his indignant Aunt Irene.

That incident flashed into his memory many years later when, as an adult, he was riding a Great Northern diesel at about 65 miles per hour between Seattle and Portland and was startled to see a little boy suddenly start running down the track about 2,000 feet ahead of the locomotive. The engineer instantly applied the brakes but did not toot his air-horn lest it scare the child and cause him to stumble. At length when the locomotive was no more than 200 feet in front of him, the youngster jumped aside, unhurt. Although Stahl had a movie camera in his hand, he was so terrified that it did not occur to him to take pictures.

"I can't remember when I wasn't interested in trains," he tells us. "After the family moved to Lemoyne, Pa., I would walk several miles to the roundhouse of the Cumberland Valley Railroad (now PRR) at White Hill (now Camp Hill) to watch mechanics repair the engines and it seemed that someone was always wiping them clean. In those days if you stood on the highway bridge at Lemoyne and looked west, you could see the stone ballast, straight as a die. I often watched gandy dancers straighten the edge of the ballast. Today you can stand on that bridge and gaze at the ballast, but it isn't straight any more."

At fifteen, Carroll invented and patented a lunch-box catch, which did not pay off, and a new kind of ice-cream sandwich, which he marketed for a while. At sixteen, he built a radio from parts and was so thrilled when it worked that he wrote to Thomas A. Edison about it. The electrical wizard replied with a personal invitation for the lad to visit his laboratories at Menlo Park, N.J.

Around that time Carroll graduated from a prep school. Instead of going on to college, he asked a boy friend's father, Mr. Jones, who was master mechanic at the Pennsy's Harrisburg shops, to get him a railroad job. So the future No. 45 of our *Interesting Railfans* began carrying mail between the shop accountant's office and the Harrisburg station, a distance of 2 or 3 miles.

"Mr. Jones also had a messenger boy covering that route," he recalls. "We were told to walk the city streets, but I soon discovered that all passenger en-

Patterned after a depot on the Hannibal & St. Joseph Railroad of Jesse James' day, the one at Deadwood Flats is painted yellow, trimmed with chocolate brown.

gines ran down from the roundhouse to the station to take out their trains, and all trains into the station would change power there. Those high-wheelers then ran up to the shop, so it wasn't long before we were riding their tenders back and forth on our beat. This was fun. Before proceeding to the depot the engines would stop at a plug to take on water, and when we saw one under the spout we knew she was ready to leave.

"One chilly autumn day I was standing beside a tender, toting the mail sack on my shoulder and waiting for the tender to fill up, when the fireman, with an odd sense of humor, abruptly swung the spout over my head and I felt the full force of a cold deluge. I must have looked like a drowned rat, for he relented and invited me to ride to the station. It was my first cab ride. The friendly warmth of the open firedoor dried me somewhat, but I never again stood so close to a water plug."

Mildred Yingling was a nurse, on a blind date, when Carroll first met her, later became a good wife. (Left) Here she is checking fire in depot stove.

Later, Carroll had another shock. He and his buddy jumped onto the back of a tender that they thought would take them to the roundhouse. But instead of switching off the main line onto the shop track, it picked up speed. Then they remembered that the engine had just been overhauled and was making a test run. They passed the shops, running too fast to jump off, and tried opening the air-line valve to apply the brakes, but that didn't work. All they could do was hang on tight. At length, when the engine reached Lucknow yards she slowed down enough for them to unload, which they did, practically into the arms of a railroad bull. But with the agility of youth they outran him and escaped by climbing onto a flatcar headed over the hump.

Meanwhile, Carroll had become so well acquainted with the Pass Bureau personnel that he was wangling trip passes nearly every week-end, many more than he was entitled to, and traveled a lot. Eventually he was transferred to the Philadelphia Terminal Division. There he worked nights in the storehouse and went to Drexel Institute by day.

While living in Philadelphia he devised a then-new type of grade-crossing warning signal with two flashing red lights and a swinging pendulum which he submitted to Union Switch & Signal at Swissvale, Pa. A company official invited him to Swissvale, showed him that they were developing virtually the same kind of crossing signal, and offered him a job with US&S, but Carroll turned it down because he was going to college.

Shortly afterward, the railroad laid him off and that ended his college career also. In the fall of 1927, with very little money in his jeans, the youth hitch-hiked all the way to Nyssa, Ore., to visit an uncle. The journey took ten days. At Nyssa he hired out as a Union Pacific station agent's helper. He checked cars in the yard, unloaded LCL freight, kept the coal stove burning, and swept out the depot and platform. Now and then he would flag the road crossing when a silk train roared through at about 80 or 90 miles an hour. The following January found him working for a contractor, helping to build a UP branch line 22 miles long.

"We had the last four miles of track to build," he tells us. "This was the toughest part of the whole line, through sheer rock-wall canyons, including four short tunnels that had to be blasted out. We lived in frame-walled tents with board floors, eight men to a tent equipped with a pot-bellied stove. All supplies for our camp arrived on the opposite side of a fairly deep river about 200 feet wide and we had to ferry them across with an awkward barge and steel cables.

"I have always liked dogs. I picked up a stray, named him Brownie, and kept him in camp with me. That mutt liked to chase jackrabbits. The men would take him to the far side of the river and let him run on the prairie. One night after I had turned in I heard him howling on the distant shore. Obviously Brownie wanted to come back to camp. I boarded the clumsy ferry boat to get him, but in mid-stream the overhead cables became twisted and I couldn't move in either direction. There I was stuck in the river, at around midnight. I yelled until one of the men woke up and cranked me to shore. Then I brought the dog back."

The following spring Carroll returned to Pennsylvania and enlisted in the State Police for a two-year stretch. One evening while stationed at Bloomsburg, he and a fellow trooper wanted to date a couple of girls. Carroll phoned the Harrisburg Hospital nearby, talked to a nurse he'd been going out with, and asked her to join them with another girl. Then he and his comrade tossed a coin to see who'd get the blind date.

Carroll lost the toss and escorted the stranger, Mildred G. Yingling, a nurse with a medium build, a beautiful face, and understanding gray eyes. He fell in love with Mildred at first sight and married her several weeks later, on January 10, 1930. It was the smartest move he ever made. Mildred turned out to be an excellent cook with a yen to surprise her husband with new dishes. She helps in his business and is really interested in the Carroll Park & Western Railroad, serving as president.

Incidentally, there are four railroaders in Mildred's family tree, three Altoona shopmen and a hogger. In 1928 she was one of the nurses in attendance on Carroll's Aunt Irene, who

The Stahls, father and son. Carroll is taking little Cliff on his first ride in a locomotive cab—from New Orleans to Jackson, Miss., via the Illinois Central.

had saved him from being hit by a freight train in 1911, when her future aunt-in-law was giving birth to a baby.

We asked Mrs. Stahl, "Which traits influenced you to accept Carroll as a husband?" and she said with a smile: "Oh, many traits. I loved Carroll because he was different from the other boys I had been dating. For one thing, he neither smoked cigarettes nor drank liquor. He was full of good ideas, too, and still is, after all these years."

The subject of this sketch was nicknamed "Baldy" when he was eight years old because some of his schoolmates dared him to have all his hair shaved off, which he did, much to his mother's dismay. Today, at age sixty his head is completely bald except for a fringe of brownish gray hair. A six-footer, Carroll is slightly overweight, 210 pounds, and has amiable blue eyes. He walks fast and eats fast, always seems to be in a hurry, as if today were his last day. Impatient, too. Flares up quickly but almost instantly calms down and never holds a grudge. He believes in the old motto that the best way of getting anything done is to do it yourself.

He is fond of meat, vegetables, and fruit, but, for some unaccountable reason, refuses to eat salad greens. Like Ron Ziel, a predecessor in our *Interesting Railfans* series, he is a diabetic and wisely passes up artificially sweetened foods. Leading nutritionists say that even perfectly healthy people would be better off without white sugar.

"I never go hunting or fishing," says Stahl, "although we own a large lake, filled with fish, in front of our house. If a buck deer were to come up to me I wouldn't have the heart to shoot him. A

Driving a gold spike, Carroll Stahl completes CP&W as Richard Corneilison looks on. Next page pictures another phase of historic ceremony.

creek paralleling the CP&W track for some distance contains many fish. Sometimes our passengers throw them bread from the coach windows and I have seen fish swim after the train to get it."

For some time after his marriage Carroll worked as an electrician for Bethlehem Steel and then decided to set up a factory of his own, being particularly interested, like his father, in woodcraft. He heard Franklin D. Roosevelt, in a "fireside chat," invite small business men to come to him for aid in starting new businesses to fight the Depression. Taking the President at his

Cliff checks baggage for Ted Fenstermacher at depot's Wells Fargo window.

Photo by Disney Studios

Carroll Stahl (at extreme right) rides midget train on the estate of Walt Disney (seated just behind engineer); other two riders not identified.

word, he went to Washington and talked his way into the White House. Then one of the guards said, "The President is in the next room but doesn't have time to bother with such little matters," and he ushered the visitor outside.

Stahl then applied for a Federal loan. A friend told him: "Being a Republican, you'll never get that loan." He didn't. Undaunted, with only $20 in his pocket, he managed to borrow enough money locally to open a little business. Edgar A. Fenstermacher, editor of *The Berwick* (Pa.) *Enterprise*, has this to say about the venture:

"Stahl made sections of wooden fence for use under Christmas trees and interested some of the so-called five-and-dime national chain stores in them. That did it. Orders poured in. Improvised jigs and simple production methods enabled him to produce the items at moderate cost.

"Later, Stahl manufactured building blocks also. Then he constructed a really fine building. U.S. Radium Co. wanted to establish a subsidiary in that area and offered to buy his property. Stahl didn't care to sell. So he countered with a figure that he felt was too high for them to accept. To his amazement, they did accept and after closing the deal admitted they'd have given him an extra $25,000 if necessary. As a result of hearing this news, Stahl said later, 'I didn't sleep well that night.' "

He invested the money in a 75-acre farm and laid out 64 lots for a real estate development which he called Carroll Park. He built ten houses, sold the rest of the land as building lots. In 1948 his only child, Clifford, was born. Later, he nearly filled his basement with an S-gage model layout—800 feet of track and considerable rolling stock—ostensibly for his son but mainly for his his own amusement. For five years he belonged to the National Model Railroad Association; for two years was convention chairman of Mid-Eastern Region, putting on four conventions. In 1954, however, he sold his home and built a new one without a basement, because of his wife's heart condition. The model railroad has been put away ever since — "waiting," he says, "for our grandson to take over."

In 1957, after being out of the toy and novelty business for ten years, he put up some new buildings and re-established the Valley Novelty Works. He manufactured in large quantities big picnic tables, with benches attached, from California redwood. One firm alone bought 10,000 sets a year. Three years ago competition became terrific. Furthermore, he was receiving split and otherwise faulty wood. So he switched to toy chests, sandboxes, and kiddies' picnic sets, and is now doing well with red cedar that comes in from Canada—by train, of course.

One day he took his family to California to see Walt Disney, which started Carroll Stahl thinking seriously about live steam. They rode the midget steam train that encircles Walt's home and runs under his wife's petunia bed. Later, after the Santa Fe & Disneyland Railroad was built, Walt made him an honorary vice president of the SF&D and gave him a pass. Carroll accorded Walt similar honors on the CP&W.

"I got quite a kick out of that," Stahl tells us. "Upon returning home I bought a 2-4-0 steamer, somewhat like Walt's, which I named *Durango* and numbered 117, and with some help I rebuilt her and built a tender. Then I obtained two old cabooses. These I stripped down to the frame, cut the center sill in half, and added a ten-foot section to the center, thus making each car 40 feet long. Finally I rebuilt the cabooses into replicas of ancient coaches, from old blueprints. Among the authentic appliances installed in them are brass oil lamps mounted over the passenger seats.

"After that we laid several hundred feet of track with 35- and 40-pound

rail. Then I purchased some swamp land adjoining what was left of our farm and, using a gasoline motor car and a small work car, built two miles of track. With a transit and bulldozer I laid out our right-of-way. By working mostly Saturdays and holidays, with the help of several men from the factory, we built the trackage, a lagoon, a 60-foot trestle, two smaller bridges, and several culverts. The whole job took about five years."

Says Edward Blossom, superintendent of the Magee Museum's traction division, 698 West Main Street, Bloomsburg, Pa. 17815: "Carroll's railroad is very much a one-man show. Though he employed some husky fellows from his woodworking business in CP&W construction work, he is definitely not a 'white-collar' type of boss. Being personally adept with tools and skilled at both wood and metal working, his steam 'empire' is largely the result of his own physical labors and due to his own planning. His son Cliff, who has a scientific bent and won scholastic honors, assisted in building the railroad."

After buying a gear-driven, 50-ton, Climax locomotive, Stahl relaid the entire track with 50-pound rail that had been rolled in 1888.

Nat Holt, producer of a TV show, *Wells Fargo,* sent railfan No. 45 three Wells Fargo signs. Walt Disney shipped him a gold-plated spike in a traditional Wells Fargo chest for use in a ceremony completing the line. After the spike had been driven by various notables, it was removed for safekeeping.

CP&W buildings include an oldstyle, yellow, frame station, trimmed in chocolate brown, and a Reading crossing guard's shack, transplanted from Shamokin, Pa., and painted to match the depot.

There's a tool shed, matching it, and a yellow water tank bought from the Pennsy. In building the railroad Stahl admits having made two major errors. He laid out an S-curve so tight that the track had to be taken up and moved to ease the curvature. This involved three months of toil on Saturdays and evenings. The other error was placing a semaphore signal too close to the inside of the curve and this had to be moved out with a hydraulic jack.

"But the biggest mistake I ever made in my life," he says, "was trusting a business associate to the tune of $37,500, all of which I lost when he went bankrupt."

Among the exhibits of the CP&W museum are a well-equipped but obso-

CP&W engine No. 117 as she looked when she was purchased. Putting her in shape took two years of hard toil.

lete Pennsy business car, the *Alice May,* the first such car to be air-conditioned.

Also an aged Chesapeake & Ohio caboose; wooden hopper cars; and two C&O camp cars, one a kitchen car, the other a diner of the types used as living quarters by work crews sent to distant parts of the system, both resembling boxcars with windows. There are also two retired narrow-gage coaches, vintage of 1902, each of which traveled 3,000,000 miles while on the Newfoundland Railway. During the winter those cars invariably carried enough food and fuel supplies to last a week, due to the fear of being stalled in snowdrifts. Each coach was bought for the bargain price of $150, but the cost of transporting them to Bloomsburg raised the total to over $5,000. The coaches, now 4-foot gage, are operated on the little CP&W Railroad.

Stahl is now building an authentic replica of an oldtime Western town which he calls Deadwood Flats, this name being painted on his station sign. Some of its frame buildings are furnished with real Americana. The barber shop, for example, houses a barber chair estimated to be at least 125 years old plus other furnishings of a tonsorial establishment of the days "when you and I were young, Maggie."

"I need about 18 antique shaving mugs for the wall cabinets," he tells us, "and would have the names of all contributors of mugs inscribed on them for display, besides sending each donor a pair of Carroll Park & Western coffee mugs."

As vice president and general manager of the CP&W he has exchanged passes with brass collars of many big roads.

Some of the passes he received have amusing qualifications such as: "Not good on passenger or freight trains" (presumably OK on work trains), "Good on all passenger trains except those drawn by diesel or steam locomotives," "Good on trains operated with atomic propulsion," and "Valid only upon payment of full fare." The Southern's pass was "Good only on regularly scheduled runs of the *Best Friend of Charleston.*"

Carroll Stahl has most issues of *Railroad Magazine* since 1934. Also 118 hard-cover railroad books, including your editor's *Railroad Avenue,* which prompted him to give that name to the main street in his Old West town. Although he prefers steam, he rode diesel cabs for four years, taking movies with a 16mm Bolex camera and later showing them to various groups free of charge. In all, he has ridden 11,716 miles in diesel cabs on 19 different roads.

He is active in Methodist Church affairs and keeps physically fit by walking several miles daily, but doesn't care for sports. "I wouldn't cross the street to see a world's series baseball game nor any football game." Except for shoes and suits, his wife buys all his clothes and every morning she lays out everything he will wear that day. Among his pet peeves are "our Federal Government giving away so much money to foreign countries and sticking its nose too much into my business." He likes animals—had a German police dog for 14 years and was tearful when it became senile and had to be put to death—but as a rule he is more fond of people, especially pretty girls.

In common with John W. Barriger, whom he met in Chicago, Stahl has a specialized knowledge of the Civil War, enjoys books dealing with the period, and has visited important battlefields of that war. Last year, about 250 uniformed Civil War buffs from many states staged a mock battle on the CP&W. Some participants, coming from as far away as Georgia, made 1,800-mile round trips in order to take part. Small cannon, muzzle-loading muskets, and a great quantity of black powder were used by the simulated Union and Confederate units.

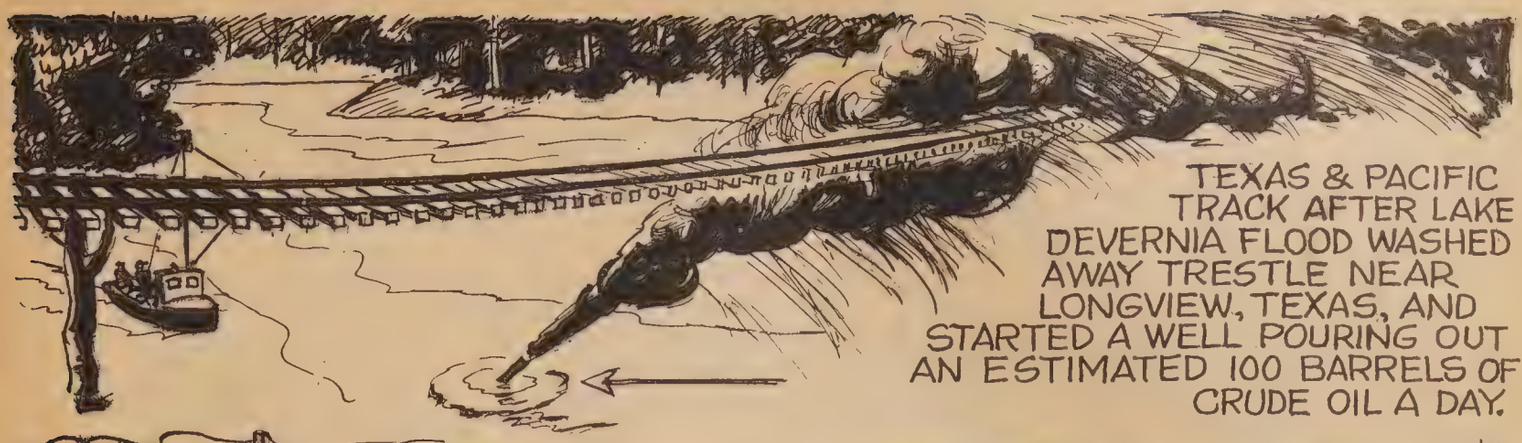
Stahl's address is 4 Willow Lane, Carroll Park, Bloomsburg, Pa.

When he gets his copy of *Railroad Magazine* each month, he first pages through the entire issue and then reads the *Interesting Railfans* article, the *Mail Car,* and the *Information Booth.* After that he peruses the rest of the magazine.

"*Railroad Magazine* is the kind of reading matter I like," he says. "I wish there were more of it." ●

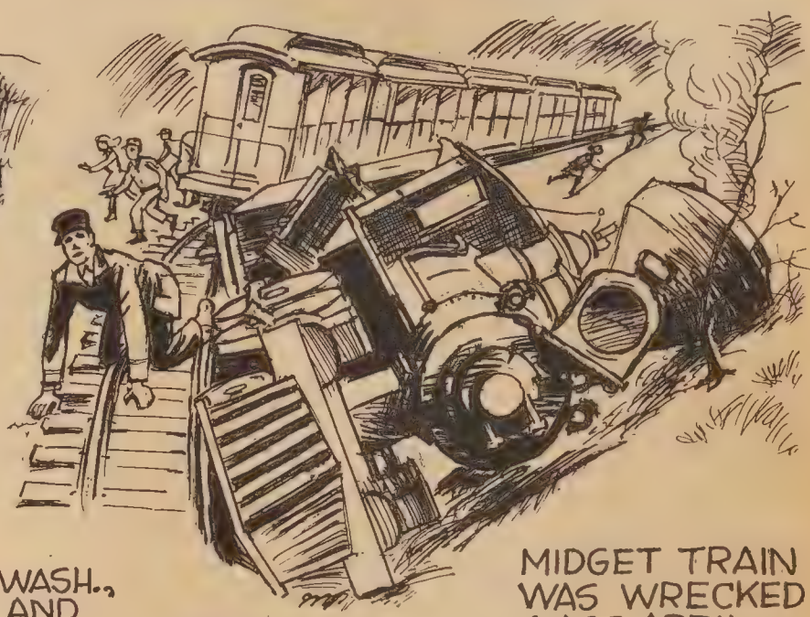
ALONG THE IRON PIKE

by Joe Easley

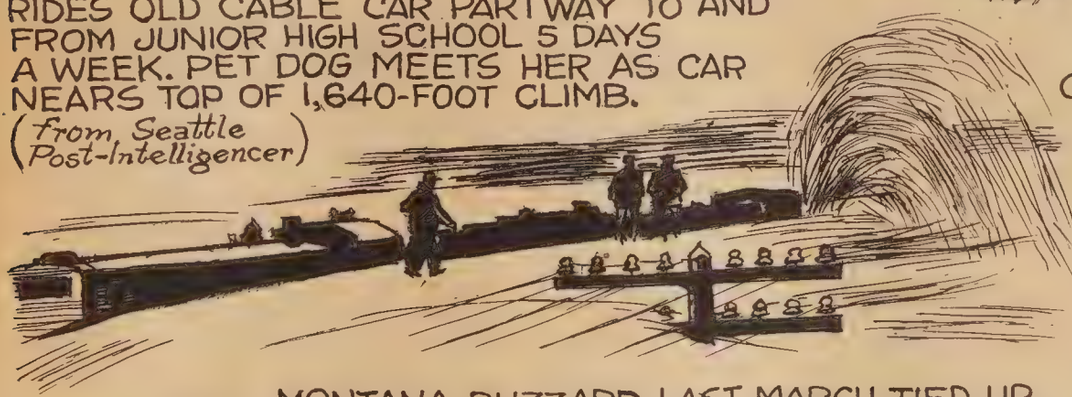


TEXAS & PACIFIC TRACK AFTER LAKE DEVERNIA FLOOD WASHED AWAY TRESTLE NEAR LONGVIEW, TEXAS, AND STARTED A WELL POURING OUT AN ESTIMATED 100 BARRELS OF CRUDE OIL A DAY.

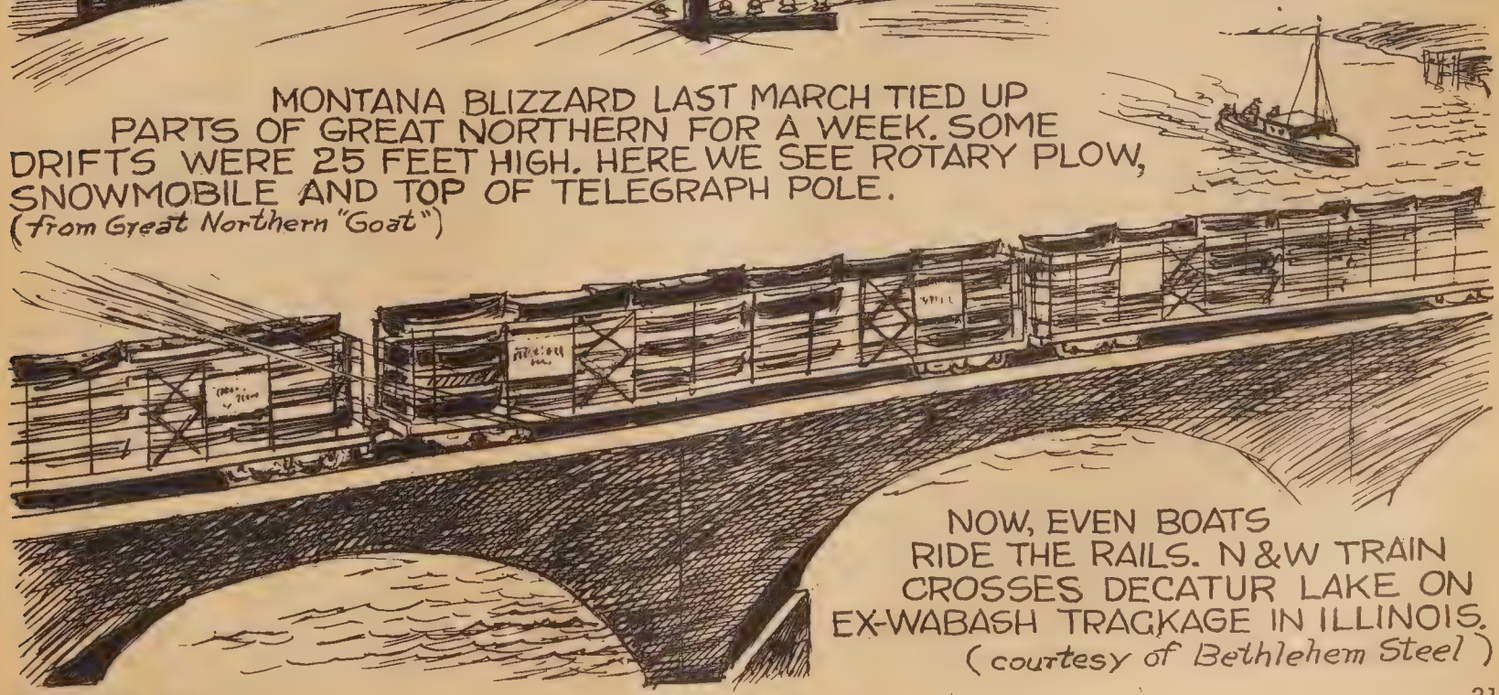
NANCY GALLOWAY, 14, OF ELECTRON, WASH., RIDES OLD CABLE CAR PARTWAY TO AND FROM JUNIOR HIGH SCHOOL 5 DAYS A WEEK. PET DOG MEETS HER AS CAR NEARS TOP OF 1,640-FOOT CLIMB. (*from Seattle Post-Intelligencer*)



MIDGET TRAIN WAS WRECKED LAST APRIL WHILE CARRYING 70 CHILDREN ON TOUR OF MILWAUKEE ZOO, DAMAGING THE ENGINE AND ONE CAR AND SLIGHTLY INJURING ENGINEER ROBERT WILMS.



MONTANA BLIZZARD LAST MARCH TIED UP PARTS OF GREAT NORTHERN FOR A WEEK. SOME DRIFTS WERE 25 FEET HIGH. HERE WE SEE ROTARY PLOW, SNOWMOBILE AND TOP OF TELEGRAPH POLE. (*from Great Northern "Goat"*)



NOW, EVEN BOATS RIDE THE RAILS. N&W TRAIN CROSSES DECATUR LAKE ON EX-WABASH TRACKAGE IN ILLINOIS. (*courtesy of Bethlehem Steel*)

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Is it true that Jay Gould once carried a cow in his private car?*

No, but he regularly kept one in the baggage car of his private train to get fresh milk whenever he wanted it. The slim, square-bearded man who wrecked the Erie and later controlled and despoiled other big railroads was in such poor health that a personal physician accompanied him on his travels. Lucius Beebe wrote in *The Big Spenders:*

Even in his own generation, which was conspicuously tolerant in such matters, Gould didn't bask in general acceptance or the regard of the community. Much of the time he was on the lam, hiding from mobs and sheriff's officers. During the last years of his life he lived on borrowed time, racked by pulmonary ailments, dyspepsia, and a variety of malaises which would have floored a less vital man early in the game. He was an insomniac as well, and the bodyguards at his rather modest Fifth Avenue home were accustomed to keep him company in the night watches while he strolled under the gas lamps, occasionally spitting blood into a fine cambric handkerchief and always planning new assaults, invasions, and forays when there was money to be snatched and looted.

It is not surprising that such a man needed a doctor at his side almost constantly and fresh milk on his train. James Gordon Bennett, who published the *New York Herald* in those days, kept a cow aboard his private yacht. He, too, was widely disliked.

2 *The other day I saw freight car 543413 bearing the words "Canadien National." Is that a misspelling?*

No, it is French. Quebec province is bi-lingual. For the past two years it has been CN's policy, when a car enters Montreal repair shops, to stencil the name on one side in French and on the other side in English.

3 *Has there ever been a collision between an airplane and a railroad train?*

Yes, this magazine has reported two or three of them over the years. The most recent one to come to our attention (thanks to George Foster, 387 E. 7th St., Brooklyn, N.Y. 11218) occurred last Oct. 31st when an airmail plane piloted by Walter C. Hopson made a forced landing near Hadley Airport, N.J., and he crawled safely out of the wreckage. A few minutes later a freight train demolished the plane. This is said to have been the first locomotive-airplane crash. About 20 years ago we reported that a New Haven steam locomotive had run into a sailing ship beached by a storm.

4 *What is the meaning of initials "LNRC" on refrigerator cars?*

Liquid nitrogen refrigeration control. Five such cars, with double insulation 8 inches thick, are currently being tested on the Santa Fe. Nitrogen is pretty cold stuff—at minus 300 degrees Fahrenheit. Each car carries 3,300 pounds of it in a vacuum-insulated container. These cars are used to transport lettuce, grapes, fresh meat, frozen foods, and other edibles shipped from California to eastern markets.

5 *Which trolley route used to serve Lebanon, Illinois?*

One line of the East St. Louis & Suburban Railway ran eastward from East St. Louis, Ill., to Lebanon via O'Fallon in the same state, from the early 1900's until about 1935.

6 *I am looking for a copy of the poem, "The Old Switch-Tender."*

Look no further. Maxwell J. Moore wrote it in 1915 when he was a switchman on the Buffalo, Rochester & Pittsburgh (now B&O). It seems that a boomer bawled out an old switch-tender named Bill McNerney, who had lost a hand some time before in a link-and-pin accidents; and Max wrote:

There's a little old man with only one hand
And a little old pipe made of clay;
And a little old smile from Emerald Isle,
He's a happy old fellow all day.

The little old man with only one hand
In the days of the old link and pin
While coupling up cars was caught in the bars
And the cruel hand of Fate turned him in.

So when you come along
And the switches are wrong
And the lights all around you are red,
Don't curse and misuse, bitch and abuse
Have respect for that weary old head.

For the little old man with only one hand
May soon pass away from your view
And the iron hand of Fate
May not hesitate to make a switchtender of you.

7 *Which is the world's highest cog railway? Give details, please.*

The Arth Rigi line reaches 5,832 feet on Mount Rigi, the Pilatus Railroad climbs 6,697 feet on the mountain for which it was named, and the Jungfrau soars to 11,342 feet. All three are in the Swiss Alps. But the world's highest is the Manitou & Pike's Peak Railway, which ascends Pike's Peak 14,110 feet to Summit House.

First white men to see that peak were Lieut. Zebulon M. Pike and his small party of explorers, Nov. 15, 1806. Almost 84 years later the railway to the top was completed under the name of Manitou & Pike's Peak Cog Wheel Route. That day, Oct. 20, 1890, a gilded spike was pounded into cloud-swept rail at the summit, but public service did not begin until the following June. A succession of specially-built steam locomotives pulled carloads of passengers on the 8.9-mile trip to the top. Then in 1939 the road began switching to diesels. Today, the M&PP diesel railcars, built in Switzerland, are the most modern of their kind.

Pike's Peak line has an average grade of 12.5 percent. Maximum grade is 25 percent. About two-fifths of its picturesque route is curved, the sharpest curve being 40 degrees. Cars are powered by two air-cooled, 8-cylinder, 200-hp diesel opposed piston motors with main electrical generators attached. Controls at each end enable the engineer to sit in front on both upgrade and downgrade runs. All trains, each consisting of two cars, are equipped with two-way radio.

Electric dynamic brakes afford additional safety on the downhill ride. When the speed becomes execessive, an emergency brake stops the train automatically. The management tells us proudly that their railroad has never had a passenger accident.

Zalmon G. Simmons, an industrialist of Kenosha, Wis., who was famous for the Simmons mattress, organized the

M&PP and had it incorporated Nov. 14, 1888. A previous company had tried to build a rail line to the top of the formidable mountain but failed. The M&PP builders took almost a year to anchor the nearly 9 miles of track to solid granite of the mountain. Not long afterward the blast of a locomotive whistle was heard on the peak. At one time the M&PP belonged to Spencer Penrose, millionaire mine-owner, one of the *magnificos* described in Lucius Beebe's book, *The Big Spenders.*

8 *A friend says that some railroad president named his business car and a railroad station for his mistress, but doesn't know the details. Do you?*

Yes. Arthur H. Lewis told the whole story in an article entitled "Hetty Green's Railroad" in Oct. '63 *Railroad Magazine.* About 75 years ago, when Mrs. Hetty Green was the world's richest woman, she bought the Texas Midland (now part of the SP) and made her playboy son, Ned, president of it. Ned's mistress was the redheaded Mabel Harlow, whom he ultimately married after naming his palace car Mabel and a TM shanty flagstop Harlow.

9 *Define automatic train identification.*

It is a system that, of its own accord, identifies the direction and number of a train clearing a manual block on a branch line. The Erie set up the first one Oct. 26, 1952, in connection with the remotely controlled interlocking at Waterboro, N.Y., where automatic carrier circuits transmitted the OS, or information, from the unattended location to the dispatcher's office, 22 miles away.

10 *Tell me about Trenton-Princeton Traction Co., a Reading subsidiary.*

TPT Co. was the New Jersey portion of a larger system that included several Pennsylvania interurban lines, Stephen D. Maguire informs us. It began operating in 1903 as part of the New Jersey & Pennsylvania Traction Co., which also ran to Doylestown and Bristol, Pa., and to Lambertville, N.J., via New Hope, Pa. On Sept. 29, 1922, the road was separated from the other Pennsylvania lines and first became the Trenton-Princeton Traction Co., the name under which it did business until it gave up passenger service Nov. 1, 1940. The Reading Co. controls it. Since passenger abandonment, the line between Lawrenceville and Trenton, N.J., has been operated by Reading diesels.

11 *When and where was the first interlocking signal system installed?*

The earliest mechanical interlocking was set up at Bricklayer's Arms Junction in England in 1843, the signals being moved by stirrups and the switches by levers. A switchman operated both with the aid of pipe or wire connections, the switch levers with his hands the stirrups with his feet. At that time the need for mechanical locking between levers apparently was not thought of.

Since that first installation did not check mechanically the operation of switches and signals, switches now and then were thrown under trains, and signals occasionally cleared when switches had been set improperly. To prevent switches from being thrown under trains, the detector bar was designed. This long bar extending alongside the rail was raised and lowered each time its connected switch was operated. If a train occupied the track close to the switch, the bar could not be raised, as it would strike against the car wheels.

However, when the bar connected to the same lever used to manipulate the switch, the latter could be moved a dangerous distance before the bar would hit the wheels. To remedy this condition, the detector bar was attached to a separate lever which was used also to lock the switch points.

The first attempt to interlock the switch and the signal levers was made in 1847, also in England. Because several accidents had been caused by signalmen operating the wrong lever, a man named Stevens devised a lever and stirrup arrangement in the machine which helped to remedy this condition. But there was no mechanical obstacle to the signalman moving a signal stirrup before he threw a switch, nor were there any mechanical connections between different levers or different stirrups. In 1856 the first real mechanical interlocking, in terms of present practice, was devised by John Saxby.

The first manual block system for controlling train movements in America was established by Ashbel Welch, general president and chief engineer of the United New Jersey Canal & Railroad Companies. Welch also introduced the first interlocking to the railroads of this nation. His installations, based on a study of English interlocking, were tried out at Trenton, N.J., in 1863.

12 *Where is the longest stretch of railroad track without a bridge?*

Between Port Augusta and Kalgoorlie in Australia, approximately 1,000 miles.

13 *How did the word (railroad) "conductor" originate? I understand the earliest conductors were called "travelling collectors."*

We put this question up to Charles

Seven Bethlehem Steel operations teamed up to turn over 150 different replacement parts for this New York & Long Branch Railroad bridge across the Raritan River between South Amboy and Perth Amboy, N.J., which a heavy freighter partly demolished. The giant steel company supplied 138 tons of replacement material for the bridge from its plants at Bethlehem, Pottstown, Lebanon, Leetsdale, and Steelton, all in Pennsylvania. This included six tons of machinery parts.

E. Fisher, distinguished president of the Railway & Locomotive Historical Society. "The word *conductor,* meaning one who leads or conducts people to their destinations," he writes, "originated and was used only in the United States. I have a copy of an Old Colony Railroad payroll dated November, 1845, listing Asa Moore and John Sampson as conductors. The first three railroads in Massachusetts were opened a decade earlier, in 1835, and the word *conductor* appears in some of their records. I wonder if your correspondent hasn't confused the term *traveling collector* with the present-day *ticket collector.*"

This comment came from Lou Corsi, the Brotherhood of Railroad Trainmen's director of public relations, Cleveland, Ohio: "Our best information indicates the word *conductor* is a carry-over from other modes of transportation. Originally it may have applied to the drivers of military vehicles and transportation convoys in Europe when war materials were carried in carts and someone had to be in charge of the wagon train, as it were, and issue supplies.

"At one point in history each driver was held responsible for conducting his own vehicle from place to place, following the unit or company he was attached to, as a result of which he was called the conductor. The same word applied to the man who conducted the business of the stagecoach, had authority over it, and was responsible for its passengers, mail, baggage, and scheduling. When railroads arrived in the early 1830's they adopted the occupational name among stage-line workers."

14 *Did the much-publicized British Railways station in Wales—Llanfair, etc.—recently closed, have the world's longest station name?*

We don't think so. New Zealand Railways are said to have a station name with 85 letters, which is much longer than the one in North Wales. Incidentally, the latter has several spellings. Its 78-foot sign boasts 58 letters. One dictionary uses a double S, making 59 letters. A 1905 postcard reduced the 4 L's near the center to two, making 57 letters (9 L's instead of 11). The late Bob Ripley's "Believe it or Not" removed more letters and made three words out of the name, with 55 letters.

The ordnance map uses 20 letters, but the *Post Office Guide* and a *Handbook of Stations* are content with 10. There is no such lengthy town name. It was put on the depot for publicity and to poke fun at the long Welsh names. The real name of the community is Llanfair. The 58-letter sign is now in the Railroad Museum at York. Thousands of people from all over visited the town and station, but nearly all of them came by automobile. So few used the station that the British Railways closed it up in an economy measure last Feb. 12th. Prior to that, BR had special tickets printed, half a million of them, permitting tourists to stand on the platform beside the sign with the extended name.

"These tickets sold like hotcakes," reports James B. Aird, *Hillside,* 7 Garngaber Ave., Lenzie, Dunbartonshire, Scotland. "I bought a few. A friend of mine, Alastair Lunn, tells me that the sesquipedalian name means 'The Church of Saint Mary, in a hollow of white hazels, close to a rapid whirlpool and to Saint Tysilio's Church near the red cave."

15 *Where can I find the words to "The Wreck of the Old 97"?*

Right here; also in any good store which sells phonograph records. Southern Railway mail train 97 was not "old," having been inaugurated in December, 1902, only about ten months before it fell off trestle 75 ft. high, Sept. 27, 1903, killing ten men and a boy. The train was discontinued Jan. 6, 1907. Freeman Hubbard devotes an entire chapter to the pile-up and its folksong in his book *Railroad Avenue,* from which the following is excerpted:

On a cold, frosty morning in the month of September
When the clouds were hanging low,
Ninety-seven pulled out of the Washington station
Like an arrow shot from a bow.
Oh, they handed him his orders at Monroe, Virginia
Sayin': 'Steve, you're away behind time.
This is not Thirty-eight, but it's old Ninety-seven;
You must get 'er in Spencer on time!"
Oh, he looked round his cab at his black greasy fireman,
Sayin': "Shovel in a little more coal,
An' when we cross that White Oak Mountain
You can watch old Ninety-seven roll!"

It's a mighty rough road from Lynchburg to Danville
And the line's on a three-mile grade.
It was on that grade that he lost his air brake,
And you see what a jump he made.

He was goin' down hill at ninety miles an hour
When the whistle broke into a scream.
He was found in the wreck with his hand on the throttle
And a-scalded to death with the steam!

Now, ladies, you must take warnin',
From this time ever more,
Never speak harsh words to your true lovin' husbands;
They may leave you never to return!

"It's daddy's engine," said little Bobby, pointing to the first of the big SD-4 diesels delivered by GM-EMD to the Great Northern in Minneapolis. He viewed it with his engineer father, Maurice Hartnett, Jr., 2039 Dayton Avenue, St. Paul.

Running Extra

Two lists, British locomotive builders and British railways before nationalization, are wanted by Michael Magara, 19 Dawn Dr., Clark, N.J.

BRITISH RAILWAYS BOARD (M)
BR 4405
PLATFORM TICKET 3d.
AVAILABLE ONE HOUR ON DAY OF ISSUE ONLY
NOT VALID IN TRAINS. NOT TRANSFERABLE.
FOR CONDITIONS SEE OVER
79009
1 2 3 4 5 6 7 8 9 10 11 12

Welsh depot platform ticket. Who knows if such tickets were ever issued in U.S.?

In a recent issue we mentioned two railroad companies with identical names. Now we learn from Jay Lentzner, Box 450, Rte. 1, East Troy, Wis. 53120, of two other companies with exactly the same name which operated (at separate times) into the same city. Both were named Wisconsin & Michigan Railroad Co. The first one was incorporated in 1881 to build lines from Amberg to the Menominee River in Michigan and from Fort Howard (now Green Bay) to Marinette, Wis. The Milwaukee & Northern acquired that line in 1887. Six years later it was taken over by the Chicago, Milwaukee & St. Paul. The second W&M, built 1894, eventually also ran into Marinette. Its main line linked Iron Mountain with Menominee, Mich. Abandoned years ago.

"Answering a request for information on the Brandywine-Cedar Point Railroad," writes Fred Weisenbach, 220 S. Wayne Ave., Wayne, Pa., "I have a copy of general order 1716 of the Pennsy's Eastern Region, dated Aug. 13, 1964, which established the Cedar Point industrial track between Brandywine and Patuxent Naval Base at Cedar Point. This track was formerly shown on Maryland highway maps as belonging to the U.S. Government. From Herbert on the said industrial track there is another track (Chalk Point industrial) leading to the Potomac Electric Power Co. generating station at Chalk Point. Both lines are used today in getting coal to the generating station."

"Recently I came upon a Springfield & Southeastern bill of shipment dated Sept. 17, 1873," writes Shane Mason, 1115 W. Highland Ave., Santa Ana, Calif. "Who can tell me the history of that line; also the history of the PB&J in Illinois?"

Request for a brief history of the Lehigh & Hudson River Railway is answered by Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J., 07006. Incorporated in 1882, this line merged with Orange County RR. in 1907 and with the South Easton & Phillipsburg and the Mine Hill in 1912. It extends from Belvidere, N.J., to Maybrook, N.Y., 73.9 miles.

Hugh Stephens also supplies a history of the New York, Susquehanna & Western which a reader asked for. This road was a consolidation of the old NYS&W and the Midland of New Jersey, in 1881. It also has been merged with the Hudson River RR. & Terminal Co. and has controlled the Susquehanna Connecting RR., the Passaic & New York, the Wilkes-Barre & Eastern, the Hackensack & Lodi, and the Lodi Branch RR. Headquarters and shops are at Little Ferry, N.J.

For years the Erie controlled this line through ownership of common stock. The road extended from Jersey City, N.J., to Stroudsburg, Pa., 98.75 miles, with a branch from Beaver Lake, N.J., to M&U Jct. at Hanford, N.J., where it connected with the old Middletown & Unionville. The WB&E extended from Stroudsburg to Wilkes-Barre, 64.04 miles.

The NYS&W depended upon coal traffic received from the WB&E, which the Erie greatly curtailed by diverting the carloads onto its own main line. Around 1940 the WB&E discontinued operation and the NYS&W trackage was torn up from Stroudsburg to Hainesburg Jct.

The Lehigh & New England operated over NYS&W between Hainesburg Jct. and Swartswood Jct. This provided the Susquehanna with a good rental and excellent western connection. With decline of the anthracite business in the 1950's, the L&NE was abandoned over its entire length except for a few miles in Pennsylvania. The NYS&W abandoned its line between Hainesburg Jct. and Sparta Jct. shortly after the L&NE abandonment. The branch line between Beaver Lake and M&U Jct was abandoned not long after the New York, Ontario & Western ceased operations.

Since these abandonments, the road's largest shipper ceased operations at Edgewater, N.J. However, new industries continue to locate on the line, which would probably show a profit except for its losses on passenger service, which for years its management has tried to abandon. Tentatively, the road is included in Penn-Central merger.

Locomotive Headlights

"I enjoy the *Information Booth*," writes Rockwood T. Roberts, retired ICC locomotive inspector, 210 Colonial Ave., Albany, N.Y. "Awhile ago you gave some attention to headlights. I remember well the first one I saw that was not lighted by kerosene. I was then firing a Boston & Albany night switcher at the Worcester, Mass., depot and the *Bar Harbor Special* pulled in on the Boston & Maine. While we were waiting to make a switch, a powerful searchlight swept around the curve and the train came to a stop.

"The track ahead was straight for a half-mile and the strong white beam cleared the way as if by daylight. We climbed up on the engine the first chance we got and discovered that the headlight was an arc lamp. We thought at the time it was dangerous, for it seemed to blind us all.

"In March, 1915, the Bureau of Locomotive Inspection (ICC) issued an order concerning headlights, but as there were then at least 40,000 locomotives in the country the commission allowed the railroads ample time to make the new installations. Many manufacturers offered various kinds of headlights but Pyle National took the lead with a reliable steam-driven generator. The first applications were makeshift, being simply an electric bulb replacing the wick-fed lamp. In time there came the glass reflector and finally the sealed-beam twin that is used on most power today. The order is still in effect:

Each locomotive used in road service between sunset and sunrise shall have a headlight which shall afford sufficient illumination to enable a person in the cab of such locomotive who possesses the usual visual capacity required of locomotive enginemen, to see in a clear atmosphere, a dark object as large as a man of average size standing erect at a distance of at least 800 feet ahead of and in front of such headlight; and such headlight must be maintained in good condition.

Each locomotive used in road service, which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, shall have on its rear a headlight which shall meet the foregoing requirements.

Such headlights shall be provided with a device whereby the light from same may be diminished in yards and at stations or when meeting trains.

When two or more locomotives are in the same train, the leading locomotive only will be required to display a headlight.

"As for engines used in yard service, the dimmer was not required and the distance for observation is 300 feet." •

CANADIAN

Steam Shortline

by LESLIE N. FALLE

Conductor, Canadian Pacific Railway, London Division

Pinafore Park Ry., St. Thomas. Photos show One-spot, home-made water tank, enginehouse, train, and Percy S. Broadbear, 973 Elias St., London, Ontario.

THE DREAM of many an engineer is to pull the throttle of his own steam locomotive. Among the very few men who can do this are Percy Broadbear, a Canadian Pacific hogger, now retired, and his son, Donald, a CP fireman and promoted engineer and this is how it happened:

Twelve years ago Don came across a small narrow-gauge railroad belonging to the Lake of Bays Navigation Company and operated near Huntsville in Ontario, Canada. Don, who has been railroading since 1951, was so delighted with his find that he shot 100 feet of movies on that shortline and hurried home to London, Ontario, to get the film processed and show it to his dad.

The railroad was 1¼ miles long, winding over hilly and rocky terrain to connect South Portage, a Peninsula Lake port at the head of the Muskoka Lakes chain, with North Portage, located at the foot of the Lake of Bays waterways. Its train carried passengers from the ships docked at one port to those at the other port, thus creating an overland link between the two separated lake systems. The navigation season was short, so the train ran only in July and August. This service had been continual since Queen Victoria granted the railroad a charter in 1900.

The film was so interesting that, in 1962, Don and his father decided to ride the line together. But when they got there they were dismayed to find it abandoned. Disused equipment, rusted, dirty, and sun-warped, was standing around like a ghost town of the Old West. Abandoned ships, rotting on the beach, lent a further aura of decay.

Mr. McClelland, president and sole executor of the defunct company, explained sadly that the lake steamers had ceased to operate four years before. As a result, the railroad folded up and was now for sale, but because of its rundown condition nobody had tried to buy it. The old man offered to sell the railroad, or what was left of it, for a surprisingly low sum and the Broadbears accepted. That same afternoon they became, in a modest sort of way, railroad tycoons.

Rolling stock consisted of two 0-4-0T steam locomotives, built by Montreal Locomotive Works in 1926; two ancient passenger coaches, two flatcars, and two boxcars. The engines were replacements for the original two locomotives that a Chicago museum had bought. Both were saddle-tankers, designed to add the weight of 500 gallons of water on the drivers and dispense with the tender.

Tractive effort of the larger engine was 1300 tons, the smaller 1200 tons. Each operated with a boiler pressure of 175 pounds per square inch. Two separate water injectors fed each boiler. A hopper box with a capacity of 250 pounds of coal was built inside the cab at the left. Fuel was fed out from under the side bench that served as the fireman's seat. Steam-powered brakes were activated by means of fore-and-aft rocker-type levers, positioned in front of the engineer's bench. On the front and rear are footboards.

The inventory also included a small

Both photographs by W. H. N. Rossiter, 2421 Lake Shore Rd. E., Oakville, Ont., Canada

station and an engine shed, both wooden, and a water tank of 500 gallons capacity. Also two miles of 56-pound rail; large quantities of tie-plates, fishplates, spikes, rail anchors, and other track material; tracklaying machines and tools, equipment repair tools, five switches complete with stands, five frogs, and two new water injectors.

The coaches are open-sided, with crosswise wooden seats having backs that can be swung over when the direction is reversed, and no center aisle. Footboards running the full outside length of each car enable the passengers to load and unload. At front and rear are windowed porches. Both coaches were reconverted. The larger one, cupola-roofed and seating 70 passengers, used to be an electric streetcar, built in 1906 for use in Atlantic City, N.J. The other, vintage of 1893, seating 50, is a former Toronto trolley car. It is flat-roofed, with quaintly ornate iron fittings. Each car is equipped with stem-winding staff brakes, one at each end, but the engine does the main braking.

Although the shortline was bought at scrap prices, the Broadbears say its equipment is valuable as antiques, each engine being worth $24,000 and each coach at least $12,000. Tearing up the old railroad and transporting it, lock, stock, and barrel, 260 miles to St. Thomas, Ontario, could well be described as an epic. The Broadbears worked with inadequate funds, using considerable brute strength. Most of the job was done by the two enginemen and a few loyal friends. The Broadbears worked in vacation time and on days off.

All detachable hardware was removed from the engines and they were loaded, one at a time onto a heavy transport trailer and towed to their destination by a tractor. Afterward, the tracks were torn up. This was a painful ordeal. Despite protective netting over the skin, workers engaged in this project were severely bitten by black flies that cause swelling. Other obstacles were rusty fittings and tortuous roadbeds. One cable broke, allowing a hand trolley laden with four sections of rail to careen downhill, derailing on a curve and wrecking the trolley.

The rolling stock was reconditioned at London. Since the larger engine and the smaller coach needed the most repair, the Broadbears put the other two pieces of equipment into operation first. Boilers of the stripped engine were sand-blasted. New tubes were inserted and oldstyle "cowcatcher" pilots were built to replace the footboards. Decks were replanked, fittings reburnished, and all other parts overhauled. Then the iron horses were re-assembled and painted. Finished at last, they stood resplendent with red water jack-

Saddle-tank engine ran on the defunct Huntsville & Lake of Bays line. Present-day train in beautiful Pinafore Park.
Photos by Robert Holden and W. H. N. Rossiter

ets, glossy black running gear, white tires, and yellow hand-rails. Lettered in yellow on the sides of the red cab are the words *Pinafore Park Pioneer*.

Don's teen-age son, Roy, helped to strip off the blistered old paint from the coaches and in time the fittings took on their original aspects. Rigging and running boards had top attention, journal boxes were re-brassed and freshly doped, wheels were trued, and draft gear was secured and positioned.

The whole was then repainted. At the suggestion of Don's wife, Gloria, the outside was painted ivory, the interior pale blue, the seats royal blue, the hand-rails orange, and the running boards gray. Orange lettering under the eaves announce the name of the railroad, *Pinafore Park Narrow Gauge*.

St. Thomas, in which the new line operates, is the railroad city in which the world's most famous elephant, Jumbo, was killed by a Grand Trunk freight engine one night about 80 years ago while a Barnum & Bailey Circus train was being loaded. But no memory of that tragedy was allowed to mar the narrow-gage venture. City Council granted permission for the Broadbears to lay tracks and run their railroad in a heavily wooded area on the rim of beautiful Pinafore Park. St. Thomas is located about midway between Detroit, Michigan, and Buffalo, N. Y., being approximately 120 miles from each city, and is 20 miles south of London, in which the Broadbears live.

Under the supervision of Canadian Pacific roadmaster Strong, 25 CP section men laid the Pinafore's tracks, roughly an oval-shaped half-mile through thick woods, clearing away some of the trees and shrubs as they progressed. While all this was being done, other men set up a station, 10x10 feet. Nearby they built a spur line 200 feet long and over it a shed, 16 feet high and 80 feet long, with a door at each end. In this is kept the rolling stock while not in use. A watch-dog on duty day and night discourages vandalism.

Close to the shed stands the water tank, brought there, like the rest of the property, from the vicinity of Huntsville. With this installation and the attaching of a train-order signal to the shed roof, and the driving of the last spike, the new railroad was ready for test operation. Minor alterations had to be made in the radius of one curve, and some adjustment to the engine. Don's wife and his mother were appointed ticket agents while his sons, Roy and Norman, became conductors, and his daughter Gail was put to work in other capacities.

Crowds that swarmed over the grounds on opening day, Sept. 1, 1963, were thrilled with the mile ride, twice around the half-mile circuit. From the first, the money collected met operating expenses. News of the train spread; the number of visitors increased. One group rode the line while on a visit from Dublin, Ireland. Fan clubs arranged trips. The Canadian National cooperated by running steam-powered excursions from Detroit to St. Thomas, the fare including a ride on the Pinafore Park Narrow Gauge and a round trip by bus between the giant railroad and the midget.

Each season more than 30,000 fares are collected on the Broadbears' line and thousands of these riders take pictures of it. Pinafore Park itself has gorgeous flower beds, a rugged wild-animal enclosure, and a bird sanctuary. Picnic areas, with barbecue facilities, dot the area and there is deep water for swimming in addition to a wading pool and a children's playground.

Percy Broadbear, senior engineer on the midget road, was the son of a Canadian Pacific section foreman. His brother Dennis is a Canadian National engineer, while his son Don is in CP engine service. Don regards the one regular job he had with his father as the most interesting experience in his career. Percy, with Don firing, ran the CP engine of the Port Burwell coal train. She was an old steamer, class D-10. Their job included loading and unloading railway cars from the car-ferry *Ashtabula*. This boat transported rolling stock of all railways across Lake Erie, thus linking the rails of her joint owners, the Canadian Pacific and the Pennsylvania. The job ended with the sinking of the ferry in collision with a "laker" in Ashtabula harbor.

Percy was 18 when he began working for the CP as an assistant station agent, was promoted to the right-hand side, and retired in May, 1965, after 45 years of engine service. Some of his runs were hair-raisers, one in particular. Temporarily laid off the CP in 1924, he fired on the Canadian National out of Niagara Falls, Ontario. His run to Welland Canal had a heavy down grade at Merriton, where the railway spanned the water by means of a swing bridge. A permanent slow order of 10 miles per hour and interlocking rules governed the approach. Whenever the bridge went out to let a ship pass, a derail swung into position.

That night a fog blanketed everything. The spare engineer, for whom Percy wielded a No. 4 scoop, was not familiar with the road and, unknown to the fireman, was lost. Suddenly he bigholed his engine and he and the head brakeman unloaded. With the 50-car

train in full emergency, Percy rushed over to the right side of the cab. A quick glance told him that they were nearly at the canal—and the drawbridge was open!

Just then the engine dropped off the derail, jamming both side doors. Percy leaped for the window. He had his left leg out when the engine spun sidewise. Still partly upright, she came to a shuddering halt a mere ten feet from the water's edge! Behind her were piled 15 toppled coal cars, all loaded.

"An ordeal like that," Percy says, "is the quickest way to age fifty years."

One of the fastest passenger trains on the continent was the Canadian Pacific's 629-630, powered by high-wheel steamers 3000 and 3002 that often were clocked at over 115 miles per hour on certain sections of the Toronto-Windsor run. It was on this train that Percy Broadbear received a citation in 1946. Leaving Lambton, a Toronto suburb, the engineer widened on the throttle to make up lost time.

"Soak it!" yelled Percy. "There's a truck stalled on a crossing!"

Sparks flew as the train hit the side of the vehicle, which became wedged into the engine pilot. Carrying this wreckage, the engine amazingly stayed on the rails and bore to a screeching halt. Percy saw flames leaping from the truck's cab. Grabbing the shaker bar, he headed out over the running board and saw the truck driver trapped in his seat. He smashed the window with his bar, ignored the fire burning around him, freed the man, and then laid him gently on the ground. The gasoline tank might have exploded, but luckily didn't. Although the newspapers and a TV interviewer hailed him as a hero, Percy was filled with sadness at the death of the man he had tried to save.

The old H&LB carried freight as well as passengers. Scene at South Portage.
Photograph by Jim Lynch

"A top steam hogger," according to Percy, "was distinguished by the fact that he could get more out of his engine while working his fireman less. He could go further than most engineers on a tank of water and a tender of coal. He knew every little rise and fall in the roadbed and was almost constantly 'hooking her up' or 'hooking her down' to compensate. The running time was due largely to his own skill. Nowadays, it seems that all an engineman needs to know is how to pull the throttle into number 8, the main difference between him and other engineers being how he handles his brake.

"The art of firing is now lost. During the steam age you had the challenge of how far you could go on a few shovels of coal. A steam fireman had to study his engineer's habits to know how to fire for him, just as he had to learn the kind of firing a certain engine took. No two steam engines were alike. Some had to be banked heavily in the rear, others in the corners, and still others worked best on a level fire. I admit that the diesel is cleaner but I feel that a lot was lost when the steamer passed out. Nothing is more satisfying to me than the shaking deck, hissing cylinders, clanking side rods, and puffing black smoke."

A few years ago, faced with the prospect of retiring, he joined his son in buying the narrow-gage shortline partly to provide himself with a congenial occupation and partly to keep the steam era alive. By doing so, he dropped the speed of his running from 100 miles per hour to 15, but made a real contribution to steam railroading of the future. ●

Photograph by Jim Lynch

Photograph by Robert Holden

HI&B memories. (Left) Gil Thompson firing. (Right) His cousin, Lou Thompson, oils No. 2 (built by H. K. Porter, 1888).

THE SPOTTER . . . fiction story by Frank L. Packard

IT WAS a pitch-black night in the late fall, no snow but freezing hard, as Budd Masters shoved the Fast Mail eastbound, for the water tank at the foot of Devil's Slide in the Canadian Rockies. The big racers drank heavily on mountain grades and here and there a water tank was strewn along the right-of-way for them. One such tank stood at the foot of the Devil's Slide.

Pete Leroy was handling the shovel that night in the cab, and he went back up on the tender and had the spout down almost before Budd, with a nicety of precision, had his train stopped beside the spout.

The Fast Mail didn't have time to throw away jockeying for position, and Budd Masters wasn't the man to throw it, anyhow. Almost as soon as his fireman reached the back of the tender, the engineer swung through the gangway and jumped to the ground for an oil around.

With his torch winking like a gigantic firefly in the darkness as he jabbed it in and out of the entrails of the big machine, the hogger poked with his long-spouted oilcan—and, disinterestedly, out of the corner of his eye, caught sight of Joe Scharff's green lamp coming up along the track.

Budd felt the drivers' axles solicitously with the back of his hand as he moved along. Then, leaning in over the rod, his torch, oilcan, and half his body disappeared from sight as he gave his attention to the motion gear. The next instant all three came into sight again with a sudden jerk.

He flung the torch up above his head to gaze back along the track, as a bull-like roar from the conductor reached him, followed by a half-frightened cry.

Scharff's voice rose again, in a steady stream of profanity now, intermingled with sounds of a scuffle from the direction of the baggage car—but the only man Budd could see was his fireman in dark outline up on the tender.

Then he heard his fireman's voice. "Aw, let him alone, you big stiff!"

Budd Masters started on the jump for the scene of disturbance, though he hadn't much doubt as to the cause of it—Scharff had probably caught a hobo beating his way, that was all.

There was light enough to see without the conductor's lantern, which, hooked on Scharff's arm, was joggling crazily up and down with every movement of the man's body. Budd's torch, between the tender and front end of the baggage car, made lurid daylight.

Scharff was standing on the lower step and under him, head and body sprawled back on the car platform, lay another form. Budd caught a glimpse of the white, half-starved face of a young fellow—not more than nineteen or twenty—and as the hogger looked, before he could lift a finger, big Joe Scharff sprang to the step, snatched hold of the boy by the ankles and yanked him viciously to the ground.

That was a brutal act. There was a good two and a half feet to the ties, and the lad's head struck the lower step. His body huddled inertly on the cinders.

Something seemed to shoot blood red, in a flash, before the little engineer's eyes. Dropping his torch and oilcan, he sprang at the conductor like a wildcat.

With the impact both men lost their balance. The roadbed was raised a little, and down into the hollow they rolled. *Crash!* The lantern fell from Scharff's arm, shivered to splinters. Budd was on top and his fist drove smashing between the skipper's eyes.

It was the only blow he got in. Scharff was twice his size and in a hell of fury he flung Budd over, got the engineer down, rested his knees on Budd's chest and began to batter a tattoo with fists on his opponent's face.

It wasn't genteel fighting but it didn't last long. The boy staggered weakly between the two men but didn't count. He was swept out of the way as Pete Leroy leaped from the tender and into the fray.

Pete was a large man; nursing the steam gage on a fast run makes the muscles hard, and he pummeled the conductor lustily.

The body lay huddled inertly. Budd Masters sprang forward.

Even under other circumstances, Joe Scharff was not exactly popular with his fellow workers. They never had anything on Scharff; the big, cunning, pig-eyed skipper was too cute for that. But he had the reputation of being a spotter, though there wasn't a man on the Hill Division who would have put it past Scharff to lift a fare or two himself.

And now, from the baggage and mail cars, attracted by the row, streamed the clerks, express messengers, the baggage man, and the news agent. Scharff's brakemen came, too—but even they didn't succeed in tearing Leroy from the conductor; that was done by the sudden rush and swish of water gushing from the spout and overflowing in torrents from the tender.

It was a queer sight on the trackside in the blackness, lighted by only the trainmen's lamps. Scharff, with raw, cut face, was mouthing threats; the boy was sitting on the ground, with Budd Masters, his own face bruised and bleeding, bending over him. Everybody clustered around, all talking at once; including the passengers now straggling out of the cars.

Leroy shut the water off, shot the spout back with a vicious bang, and returned to the scene on the run to renew the interrupted hostilities if given half a chance.

Budd tried to lift the boy to his feet, but the kid didn't seem able to walk. For a moment it looked like another clash as the engineer spoke.

"Here!" he called out. "Give me a hand, some of you, to put this fellow in the baggage car."

"No, you don't!" Scharff interposed, stepping forward. "No tramp's riding my train. I'm the conductor and don't you forget it."

"The boy's sick," Budd pleaded. "We can't leave him out here all night in the mountains to freeze."

"Like hell we can't," said Scharff. "He ain't really sick; he's only putting it on." Then suddenly, with a rush of passion: "Damn you, Masters! Some day I'm going to teach you to mind your own business. I'm in charge of this train. You get up in your cab and go ahead. The tramp don't ride—not this trip."

Budd replied: "Look here, Scharff, I'm going to take this fellow's head and Pete's going to take his feet and we're

putting him in the baggage car—and if he ain't there when we get into Big Cloud, Pete and me will pound your face into a bloody pulp!"

SO THE HOBO went into the baggage car—and stayed there until they reached Big Cloud. MacNicoll, the baggage man, and Express Messenger Nulty spread their chair cushions on the floor, ministering to him. Once, when Joe Scharff came into the car, they did a little more than that. They scared the big conductor till the purpling bruises on his face went a sickly gray, by saying they thought the boy was going to die.

But MacNicoll and Nulty weren't more than half bluffing at that. The bum had got a nasty crack on his head and was badly hurt. He said his name was Bert Prouty. The express messenger asked where he lived and he said he had no home.

There weren't any hospital accommodations those days in the mountain town that was division headquarters. But Budd Masters took the hobo home to his shanty on Railroad Avenue, which hadn't space enough for anybody to walk around the sitting-room table without tripping over a kid or two. Where did they put him? Leave it to a woman. The boy was hurt, wasn't he? Well, that was enough for Mrs. Masters.

Little Dr. McTurk, the company surgeon, took his hat off when Royal Carleton spoke to him about it; took his hat off and scowled fiercely as he did when emotion threatened to get the better of him.

"God bless that woman!" he said.

"She's used to making room for one more after getting the habit for eleven years without a break, I guess," said Tommy Regan, the big-paunched master mechanic.

Superintendent Carleton tilted back in his swivel chair and asked, "How's the boy doing?"

"No strength," said Dr. McTurk. "He's been half starved. We'll pull him around after a while, maybe."

That was all they said about it in the super's office. Not a word about Schraff. Maybe the conductor was a spotter and maybe he wasn't, but no official action was taken against Budd Masters for letting a hobo ride his train.

No, the trouble that Joe Scharff promised didn't come—not then. Perhaps he had wit enough not to go up against a tide of public opinion that would have swamped him.

Scharff got the trainmaster to let him change runs with one of the Limited's conductors. But he couldn't gag the Hill Division. Some plain talk was thrown his way by rough-and-ready railroaders who weren't in the habit of mincing words. These words were nasty enough to have caused another type of man to pull up stakes and apply for a punch on some other road, but with Scharff such talk didn't seem to get under the skin.

"It's orders, ain't it?" he would growl at whoever came to him. "Well, then, what's the matter with you? I'll throw off any hobo I catch on my train."

Outwardly it didn't seem to affect him. But some days he ran into a lot of that talk, and Scharff began to hate even more the little hogger and the hobo. Everything comes to him who waits, they say—and Scharff hugged that old adage to his heart.

Thanks to Mrs. Masters' motherly care, Dr. McTurk's prescriptions, and Budd Masters, who did what he could when he was off duty, Bert Prouty mended rapidly and color came back to his face.

No one would call him handsome with his big ears, big mouth, big nose, and scraggly black hair that would stay anywhere except where you brushed it, and droopy eyes. Add to that his stunted growth, his height being a shade below five feet three.

The tramp was a quiet sort of chap, even when he got well enough to talk. He told Budd Masters that he had beaten his way pretty nearly all over Canada and the States. He told Masters that much—and guessed probably he'd do more of the same when he got on his feet again.

BUDD thought things over, guessed a little differently; and without saying anything to Prouty about it he put the problem up to the master mechanic.

"The kid's too young to get wrecked like that," he said to Tommy Regan. "Ain't no more than his pony truck jumped the rails so far, but it wouldn't take long for the rest to follow and spill him in the ditch. He needs jacking back onto the right-of-way, and a start off again with a clear permit."

After a pause, Budd went on: "I dunno how long he's going to be sick, but it won't be forever and I'd like to tell him there's a job waiting when he gets around again. What do you say, Regan?"

Regan would have said "Yes" to most anything Budd Masters asked for, but the answer came more readily now than usual. The fat little M.M. needed men for jobs harder than men wanted jobs.

Things were booming on the Hill Division. Extra freights and specials were the order of the day. Men were scarce. Spare men became regulars and got their systems full of it, firemen moved to the coveted throttles, and wipers went up to the left-hand side of the cabs. Promotion came thick and fast. Everything was sizzling, and the Motive Power department—which was Tommy Regan—had more than its share of it.

"Sure, yes," Regan agreed. "Roundhouse, as soon as he gets out."

Budd went home to tell Bert Prouty the good news, looking to see the kid's face light up—and, instead, the hogger's own face dropped.

Bert said, "No," and Budd asked why, but the young hobo refused to explain.

The engineer talked to him for a long time, smiling while he talked, his hand on Prouty's arm. A steady job and a pay check every month, and friends around, and playing the game the best you knew how.

"That's a damn sight better than 'boing it, ain't it?"

"Yes," said the kid.

"Well, then," demanded the engineer, thinking he had argument clinched, "what do you say?"

Bert shook his head.

"But why?" persisted the hogger.

"No," said Bert in a low queer way. "'Taint no use. I can't."

Budd was disappointed and hurt. Somehow, he had come to picture himself as making a man of the boy. But the refusal left no question of finality; there was no shaking Bert Prouty's determination.

And yet in spite of that, Budd Masters indirectly made a railroad man of the bum. A bit of ice on the 904's gangway a few nights later, and the little engineer fell on the ties, breaking a leg.

It's queer the way things come about. In some households a broken leg wouldn't be anything more than just that. But in the engineer's shanty it was a disaster. Budd, with what you might call a regiment of children, hadn't laid by anything except debts. And with him incapacitated for the length of time it would take a bone to knit, things looked pretty black for the family. Anyone in Big Cloud with half an eye could see as much. That is, anyone but Bert, who had not been there

long enough to gain an intimate knowledge of the situation.

In less than no time after the accident and they had got Budd home, and Mrs. Masters had marshaled the children out in the front yard because there wasn't any other place where they wouldn't be in the way, and Dr. McTurk had come on the run, everybody in Big Cloud was talking about it and wondering what the Masters would do. But whatever opinion Joe Scharff had of the broken leg he kept to himself.

Mrs. MacGonigal, a freight conductor's wife, who lived next door, came right in to "sympathize" with her neighbor the moment the doctor left the house.

"Dear, dear," she gushed, "misfortunes never come singly, do they now? An' you runnin' behind with your bills on account of that young fellow's sickness that Mr. Masters brought home! An' your poor man laid up an' earnin' nothin' for two months to come!"

BERT PROUTY, in the sitting room, heard her; but he didn't hear Mrs. Masters' reply, didn't wait for that. According to Dr. McTurk, he wasn't supposed to move about much for another day or two, but he got up then, put on his coat, and walked outside to the front gate.

There the children clustered around, asking questions about their daddy, wanting him to play with them—and then they fell back, pouting. They might as well not have been there for all the attention the tramp paid them.

A long time Bert hung over the front gate, his lips set tightly. When at last he opened the gate and walked out, he did so hesitantly.

From the station as a starting point, he trailed Regan all over the yards, through the roundhouse and the storekeeper's office, finally running the master mechanic to earth in the fitting shop.

"You're Mr. Regan, aren't you?"

"Sure, that's me," said the M.M.

"I'm Prouty," the hobo explained. "Mr. Masters said you'd give me a job."

Regan, who hadn't heard of the previous refusal, looked the applicant up and down and nodded.

"All made over again, h'm?"

"Yes," said Prouty. "Fine."

"All right, son," the fat little master mechanic replied. "You can start wiping in the roundhouse tomorrow morning—I'll let Clarihue know you're coming."

So Bert Prouty went to work the next morning, and the mornings after that; and a month went by. They got to like him in the roundhouse, and they didn't kid him for the strange figure he cut in a borrowed suit of Budd's overalls that were too big for him—why should they? His pay check went to Mrs. Masters.

The youth was quiet almost to the verge of shyness. All day in the roundhouse and straight back to the Masters' house at night, that was his routine and he never showed himself anywhere else. But he stuck to his work and did it well, and as his convalescence merged into perfect health his strength was like that of a young bull. Big Cloud admired him for that, too.

Tommy Regan began to sit up and take notice of his new hostler. He got to tugging complacently at his scraggly moustache every time he saw one of his pet mountain racers, as spick and span as though just out of the shops from an overhauling, coming over the turntable. And when he heard what the lad was doing with his pay checks, Regan took Prouty right to his heart.

The next morning the boy went firing on the day switcher in the yards.

"How's he getting along?" Regan used to ask Matty Sims, the switcher's engineer, every second day or so. "How's he getting along, Matty?"

"None better," Matty would say ungrudgingly. "He'll do. Takes hold like an oldtimer, like he was born to it."

"Guess he was," the master mechanic agreed. "H'm! Give him a clear track, Matty. Show him all there is to show."

"Sure will," said Sims, and he did.

The ex-hobo was making good. His fellow workers began to prophesy that Bert Prouty would go up pretty fast, make a record run to the top.

CONDUCTOR SCHARFF was carrying a punch on the Limited now. He and Prouty didn't meet; yard switching and a Limited had very little in common. Prouty said nothing about it. He sidetracked the conversation, for that matter, every time the conductor's name happened to come up.

Pig-faced Joe Scharff didn't say much, either. Evidently it wasn't a pleasant topic for him. The spotter had carried marks on his face for many days and had heard too much about the cause of them to introduce the subject himself.

One day the news got around of a little plan over which the master mechanic was indulging in anticipatory chuckles. Regan offered it as a sort of consolation prize for the weeks Budd had lain on his back. And the afternoon that the little hogger came back to his run and the westbound Fast Mail rolled in off the Prairie Division at 5:40 quite a little crowd had gathered.

Clarihue, the turner, ran the 904 out over the turntable, preparatory to backing down and coupling on for the mountain run. Budd Masters looked for Pete Leroy, his fireman. He blinked at the impromptu reception committee, who were saying how glad they were to see him back on the job.

"Where's Pete?" he demanded.

They grinned at him.

"Say," he asked, "what's the joke? You look like a row of Cheshire cats."

From the yard goat, just across a spur, came Regan with the switcher's crew trailing along, Matty Sims and Prouty.

"Hello, Budd!" the master mechanic called out. "Lost anything?"

"I'm looking for a fireman," said the engineer, a bit crossly. It was close to 5:40.

"H'm!" said Regan, as though he had an inspiration on the spur of the moment. "A fireman, eh? Well, here, Prouty, suppose you fire for him."

"What?" cried Budd, as though he hadn't heard right. "Prouty fire the 904?"

"Well, what in hell's the matter with Prouty?" Regan wanted to know.

Budd didn't say anything for a moment. Then his face lit up.

"D'ye mean that, Regan? Is that right? D'ye mean it?"

"Sure," said Regan, "you two seem so damn fond of each other that—"

And then the crowd laughed.

But Bert Prouty hung back. "Me?" he said in confusion. "I—I—"

"Get in there, you idiot!" growled Matty Sims, giving him a friendly push toward the gangway. "You've got the chance of your life, an' if you don't give him two hundred an' ten pounds all the way after the trouble I've taken with you, I'll make you wish you was good an' dead when you get back!"

And so the Fast Mail, westbound, pulled out of Big Cloud that evening for the mountain run with Budd Masters and young Prouty in the cab. Tommy Regan went home chuckling to himself at having had a little hand in modeling human destiny.

FOR THE FIRST hour or so Budd Masters watched the performances of his new fireman critically and kept his eye closely on the steam gage. After that he didn't give it another thought. Prouty sprinkled coal and nursed his

fire as craftily as Pete Leroy or any other man ever did. Matty Sims had known what he was talking about when he told Regan that Prouty would do.

With long intervals between, when only the train's roar and the whistling sweep of the wind held sway, Budd talked a bit. He said again what he thought of the way that Prouty had acted when he, Masters, was laid up.

An hour and then two hours passed and they were in the thick of the mountains. Prouty was hanging out of the gangway as if in deep thought.

The snow-covered slopes, glimmering with moonlight, diverged away in a vast, endless, majestic sweep. Further on they converged abruptly into a pitch-black cut. There it seemed that you could reach out a hand and touch the rock walls. Sparks from the stack shot skyward like a miniature volcano.

The Fast Mail ran at high speed. The bark of her exhaust echoed over hills and valleys like thunder. Now, with a dizzy slew, the 904 swung a curve, Budd Masters easing grudgingly; now she struck the tangent again, and like a racehorse reached along the stretch.

Prouty turned from the gangway. He pulled the door for a look at his fire, fed it with a shovelful or so. Then he flung the door shut and went over and stood beside the engineer in a strange, uncertain way.

Masters glanced at him, smiling. All this was new to the boy, of course.

"Well, how's it strike you?" he shouted cheerily over the roar. "Different from a yard switcher, eh?"

A few seconds passed before Prouty spoke. "I like it—better than anything else I know of."

His voice was raised to carry over the rush of wind, the pound of the big drivers, and the noises that filled the cab.

"I like it," he added, "but this kind of life is not for me."

The hogger screwed sharply around in his seat. Even in the faint yellow of the cab lamp, he could see a whiteness about the boy's tight-closed lips, a strained, hopeless look.

Prouty didn't meet his eyes but stared out through the cab glass to where the headlight made glittering ribbons of the rails ahead.

"What d'ye mean?" asked the engineer. "Not for you! Why, with a start like this you'll be pulling a latch yourself in a couple of years."

"I am going to quit tonight—beating it out of Big Cloud," said the lad tonelessly. "Someone else'll fire for you on the run back. I'm hitting the trail."

"Going to quit?" repeated Budd. "That doesn't make sense. You might as well have stuck to what you said at first and not gone to work at all."

"Maybe," said Prouty.

The engineer swallowed hard as a sudden realization came to him.

"Say, boy," he said huskily, "was that on account of me being laid up? And I never thought of it."

Prouty didn't answer. He just stood there silently, swaying with the cab. The big racer nosed a curve, and Budd checked mechanically.

"I didn't know," he said heavily, as Prouty continued silent. "I just figured you'd thought better of it and changed your mind. But there's something behind all this. You wouldn't quit now if there wasn't something more. Tell me what it is."

"I'm going to," the fireman answered in a dull, listless way. "I'm no good to anybody. I never was from the time I was on the streets. 'Tain't healthy for me to hang around any one place too long. I'm 'wanted'! More'n one law officer would like to get the nippers on me. They were pushing pretty hard that night you took me up."

Budd Masters didn't say anything. No words would come, only a tightness in his throat, but he reached up and laid his hand on the other's sleeve.

Prouty still stared out through the cab glass. "You've got it all now" he blurted out. "I'm only a thief!"

The engineer's fingers closed in an eloquent pressure on Prouty's arm. His heart was full.

"Prouty, don't go!" he choked. "Stay and live it down. I'll help you, lad, and there's no one to know but me."

"It's too late for that," the youth said numbly. "They wouldn't give me the chance. I'm 'wanted,' I tell you! If they get me they'll send me up. For all I know, there's a law officer riding behind us now."

IN THE MOUNTAINS, the Hill Division was single-tracked and, as everyone knows, dispatchers are not infallible. Right now there was a slow order out.

Conductor Joseph Scharff had the right-of-way for a block or two. His green lamp stood on the aisle beside the seat in the forward smoker of the eastbound Limited, and on the seat with him, feet up on the one in front, sat a heavy-built, shrewd-faced man.

The conversation between the two, at first casual as between strangers, soon became intimate.

"Thought you might have met up with him," said the man who had introduced himself as Evans. "He was last seen somewhere out here."

"What's he look like?" inquired the conductor with sudden interest.

"Oh, if you'd ever seen him," said Evans, "you'd know him fast enough. Every feature on his face prominent—big everything, except his height—he looks like a kid. He's called Midget."

Evans stole a shrewd look at the conductor. "Guess you've seen him, eh?"

"I don't know as I have," countered Scharff. "Is he wanted—bad?"

"Yes," said the detective. "He's pretty slick. Five hundred dollars reward if he's brought to trial."

"Oh!" said the spotter thoughtfully.

"Two hundred and fifty for you, Mr. Conductor, if you've got the information that'll lead to his arrest," said Evans.

Scharff laughed harshly and shoved out his hand. "I guess we're both in luck tonight—thanks to Regan, the mushy philanthropist."

"Who's he?" asked Evans.

"He's the master mechanic, but never mind about him. The fellow you want is Bert Prouty. He's firing the Fast Mail tonight. We cross her at Elk River."

"Good work!" said the detective.

"I'll give you a hand when the time comes," volunteered Scharff. "Prouty's engineer may put a fight. That two hundred and fifty goes, eh?"

"Right in your pocket," said Evans, "if Prouty is Midget and we get him."

"All right," Scharff agreed. "We'll get him, I promise you that, and—"

He rose and picked up his lantern as the train whistled. "I'll see you again after this stop," he called back over his shoulder, hurrying down the aisle.

MILES away in a little room at headquarters under the green-shade lamp, a dispatcher whose face was gray with fear hung desperately over his key. Sweat spurted in beads from his forehead as a tattoo came incessantly from the working of the little, round black disc his fingers clutched.

The dispatcher had made a blunder and there was nothing he could do about it now.

Getting back to Budd Masters in the cab of the 904: Budd knew that the dispatcher had made a mistake. He saw it as Prouty turned from him to pick up his shovel. He saw it as he swung from a curve onto the tangent into the straight. It seemed to leap at him in a

blinding flash through the cab glass into his brain.

Down grade, out from a cut ahead, the long powerful rays of a headlight shot streaming into the night, blended with those of the 904, and left a dazzling haze between the two onrushing trains.

In the winking of an eye sometimes one lives eternity. Home, wife, and children, a long vista of years gone by, the lives of those in the swaying coaches behind him—these things instantly swam through Budd Masters' mind.

It was the Limited against him, against the Fast Mail—the two fastest trains on the mountain schedule. *And he was running down grade!* But quicker almost than his thoughts was Budd in action. With a cry like that of a wounded animal, the engineer was on his feet.

Bert Prouty, who had jerked himself suddenly upright, was shot reeling backward into the tender. The hogger slammed his throttle shut and flung the 904 over into the reverse, his right hand closing on the air latch while his left snatched at the throttle again.

Brakeshoes screamed as they locked on the racing drivers. From rail and tire, as from gigantic pinwheels, flew the sparks. Though the cab of the 904 was rocking, she seemed to hold the rails.

Budd stood clinging to his levers, and waited. She slowed fiercely, frantically, the 904, as though in a frenzy to escape herself. She slowed, but the distance between her and the Limited was sickeningly short.

Prouty got to his feet again, moving to the engineer's back. Budd turned his head quickly. There was a strange, wistful smile on his set lips.

"Take your chance, boy!" he shouted hoarsely. "Jump!"

"Jump yourself!" Prouty yelled in the engineer's ear. "You've got a wife and kids. Jump, I tell you!"

Budd shook his head. But his fireman had other ideas and was strong as a young bull. Bert quickly took the engineer unawares, his hand locking on the other's shoulders. With a single pull he had Budd staggering back in the cab. Before the little hogger fairly knew what was happening, before he could recover himself, Prouty had pushed him through the gangway and pitched him to the ground.

The ex-hobo could not follow. Even as he sprang, the way was closed. There came a crash, a roar, the shriek

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of steam, the crunch of grinding steel, and the smash of impact as the masses met. The medley of wild noises went flinging weird insistent, oft-repeated echoes far and near through the mountains—but Prouty never heard them.

THERE was a nasty spill, of course. It might have been worse. Thanks to the mountain grade, the Limited had stopped; and the Fast Mail had slowed, had almost stopped. Another fifty yards would have been enough! Not much, fifty yards—but they cost a young fireman his life—the only life that went out as the 904 crawled up the front end of the Limited's engine.

The 904 seemed to claw with her pony truck for a grip on the other's stack, and then doubled up like a jackknife. Almost immediately afterward, Budd Masters found the body of his fireman between the tender and the cab. Yes, he was dead.

Broken and shaken from the fall, crazed with pain, crawling the few yards along the right-of-way, in through the steam and fire, in the tangled cab, Budd gazed at the body but couldn't move it. He backed out, his mind temporarily a blank.

Crowds were streaming from both trains. And what was that? A lantern was thrust into Budd's face, and two men stood before him. That was queer! One was the pig-faced Joe Scharff. The little hogger didn't quite understand how Scharff came to be there.

"Where's Bert Prouty?" the big conductor rasped impatiently.

"Prouty?" Budd's head was swimming in sick confusion. "Prouty? What do you want Prouty for?"

"What for?" snapped Scharff, with a cunning gleam in his eyes. "This man here is a detective. Prouty is a thief!"

The engineer stared at the spotter for a moment. Then his hands wriggled to his head, and he laughed in a foolish way.

"Well, go get him, then!" the wounded man roared, pointing to the hell of twisted steel and spurting steam. "He's in there. Go get him, Scharff!"

The hogger laughed again, and slid unconscious to the ground. . . .

A thief? Well, perhaps. That wasn't the record the boys claimed that Bert Prouty carried with him when he went up to Headquarters to answer to the Great Trainmaster that night. And Joe Scharff, what became of him? Joe is railroading yet, so far as anyone knows —*but not on the Hill Division.*

Moscow, Camden & San Augustine: ex-PE diesel handles daily mixed trains.
Both photos by Wlibur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

SHORTLINES OF TEXAS

Locomotive rosters compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
Abilene & Southern Railway								
Owns no equipment. Texas & Pacific uses its lines.								
Angelina & Neches River Railroad								
11	1000	Alco-GE	S2	B-B	69,600	232,000	1949	
12	1000	Alco Pr.	S4	B-B	68,790	229,300	1958	
Belton Railroad								
1	300	Whitcomb	50 DE-60	B-B	25,000	100,000	1943	1
2161	300	GE	25-ton	B	27,000	50,000	1944	2
El Paso Union Passenger Depot								
Owns no equipment. Southern Pacific and Texas & Pacific use its facilities.								
Fort Worth Belt Railway								
1020	1000	GM-EMD	NW2	B-B	61,585	244,960	1946	3
6018	600	GM-EMC	SW1	B-B	49,900	199,600	1939	4
Galveston, Houston & Henderson Railroad								
20, 21	1000	Alco-GE	S2	B-B	?	?	1949	5
Galveston Wharves								
201, 202	600	GM-EMD	SW1	B-B	50,000	200,000	1949	
203, 204	600	GM-EMD	SW1	B-B	50,000	200,000	1949	
205	600	GM-EMD	SW1	B-B	50,000	200,000	1951	
Georgetown Railroad								
1002	1000	Baldwin	VO 1000	B-B	71,395	237,980	1942	6
1003	1000	Baldwin	VO 1000	B-B	59,645	238,580	1942	7
Great Southwest Railroad								
1007	1000	GM-EMD	NW2	B-B	61,760	246,640	1947	8
8007	800	GM-EMD	SW8	B-B	57,950	231,800	1952	9
Houston Belt & Terminal Railway								
10	600	GM-EMD	SW1	B-B	49,075	196,300	1940	
11, 12	1000	Alco-GE	S2	B-B	69,000	230,000	1943	
13	1000	Alco-GE	S2	B-B	69,000	230,000	1944	
14, 15	1000	Alco-GE	S2	B-B	69,000	230,000	1945	10
16, 17	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
18, 19	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
20, 21	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
22-31	1200	GM-EMD	SW9	B-B	74,500	248,000	1951	
32	1600	BLHW	AS616	C-C	98,970	329,900	1952	
Kansas, Oklahoma & Gulf Railway								
97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	11
101, 102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	11
103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	11
570, 571	1800	GM-EMD	GP18	B-B	65,760	263,300	1964	12
844, 845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	13
846B, 847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	14
1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	15

Moscow, Camden & San Augustine Railroad

17	380	GE	44-ton		26,400	88,000	1944	16

Pecos Valley Southern Railway

7	600	GE	70-ton	B-B	69,400	137,600	1949	
8	600	GE	70-ton	B-B	69,400	137,600	1952	

Point Comfort & Northern Railway

1	600	Alco	HH 600	B-B	?	?	1936	17
2	?	?	44 ton	?	?	?	?	18
4	1200	GM-EMD	SW1200	B-B	36,000	248,000	1955	19
5	660	Alco-GE	S1	B-B	?	?	?	20
6	660	Alco-GE	S1	B-B	?	?	1948	21
7	1500	Alco-GE	RS-2	B-B	?	?	1949	22
8	1600	Alco-GE	RS-3	B-B	60,750	243,000	1955	23
?	660	Alco-GE	S1	B-B	59,700	199,000	1942	24

Port Terminal Railroad Association

Owns no equipment. Uses locomotives of member railroads.

Quanah, Acme & Pacific Railway

Owns no equipment. Uses St. Louis-San Francisco locomotives.

Rockdale, Sandow & Southern Railroad

6	660	Alco-GE	S1	B-B	59,700	199,000	1940	25
7	660	Alco-GE	S1	B-B	59,700	199,000	1942	26
8	1200	GM-EMD	SW1200	B-B	36,000	248,000	1955	27
9	1200	GM-EMD	SW1200	B-B	36,000	248,000	1955	19
10, 11	1600	Alco-GE	RS-3	B-B	62,900	251,600	1955	28

Roscoe, Snyder & Pacific Railway

100	600	GM-EMD	SW1	B-B	?	?	1949	
200	800	GM-EMD	SW8	B-B	?	?	1953	
300	?	GM-EMD	?	B-B	?	?	?	

Texarkana Union Station Trust

Owns no equipment.

Texas & Northern Railway

Owns five units, the specifications of which are unknown to us.

Texas City Terminal Railway

30, 31	660	Alco-GE	SI	B-B	59,700	198,000	1947	
32	660	Alco-GE	S3	B-B	59,700	198,000	1950	
33	1000	Alco-GE	S4	B-B	69,000	230,000	1953	
34	160	Plymouth	JDT	B	9,000	36,000	1956	

Texas-Mexican Railway

501-507	660	Whitcomb	?	?	?	?	?	29
508	?	?	?	?	?	?	?	29
509-510	750	Baldwin	DS 4-4-75	B-B	59,460	198,200	1949	
511	1000	Baldwin	VO 1000	B-B	71,300	237,680	1942	30
700A,B-701A,B	?	Baldwin	?	B-B	?	?	?	29
800-801	1500	GM-EMD	F7A	B-B	56,920	227,680	1949	31
850-851	1500	GM-EMD	GP7	B-B	59,571	238,282	1950	32
852	1500	GM-EMD	GP7	B-B	59,220	236,900	1951	
853	1750	GM-EMD	GP9	B-B	58,930	241,350	1958	
854-855	1800	GM-EMD	GP18	B-B	59,870	246,530	1963	
856	1800	GM-EMD	GP28	B-B	57,110	238,350	1965	

Texas-New Mexico Railway

Owns no equipment. Texas and Pacific uses its lines.

Texas South-Eastern Railroad

22	600	GE	70 ton	B-B	41,300	139,000	1956	
301	750	BW	DS 4-4-75	B-B	59,500	198,500	1950	33
1008	1000	Baldwin	VO 1000	B-B	75,000	227,000	1944	34

Union Terminal Company

8	900	GM-EMD	SW900	B-B	62,000	248,000	1957	35

Waco, Beaumont, Trinity and Sabine Railway

Owns one 2-6-2, the specifications of which are unknown to us.

Weatherford, Mineral Wells & North Western Railway

Owns no equipment. The Texas & Pacific uses its lines.

Rosters of Texas Shortlines

Rosters are based on data from A&NR's assistant auditor, Belton's president, GW's gen. mgr., Georgetown's president, GSR's vice pres. and gen. mgr., Equity Export Corp., HB&T's master mechanic, MP's chief mechanical officer, MC&SA's traffic manager, auditor, and assistant supt.; PVS's gen. auditor, sec., and treas.; PT's gen. mgr., QA&P's vice pres. and gen. mgr., ED&W's vice pres, and gen. mrg., RS&S's treas. and controller, TCT's master mechanic, TM's president, TS-E's supt. of motive power and equipment, UT's acting gen. mgr. Rosters are accurate as of the second quarter, 1966.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Pocket List of Railway Officials or the Official Guide, or both, which has a route mileage less than 400.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; Alco Pr., Alco Products; GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; GF-EMC, General Motors-Electro Motive Corp.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco, American Locomotive Co.; BW, Baldwin-Westinghouse.

(1) Belton 1 originally U.S. Navy 65-00378, then Belton 1.

(2) Belton 2161 originally U.S. Army 7774, then sold to Whisler Equipment Co., which rebuilt and sold it to Belton, which renumbered it 2161.

(3) FWB 1020 originally FWB 2, renumbered in 1962.

(4) FWB 6018 originally FWB 1, renumbered in 1962. This unit was traded to GM-EMD for other MP-T&P units. (5) GH&H 20, 21 no longer on roster.

(6) Georgetown 1002 originally U.S. Army 7455 (rr. claims it was 7454), purchased in 1950, renumbered 1002.

(7) Georgetown 1003 originally St. Louis-Southwestern 1002.

(8) GSW 1007 is leased from T&P, on which it was numbered 1007.

(9) GSW 8007 originally T&P 818, then T&P 8007; is leased to GSW.

10) HB&T 14 sold to Equity Export Corp., renumbered 97. (11) KO&G 97-105 originally 801-809.

(12) KO&G 570, 571 originally F7A units 753, 754, rebuilt to GP18, renumbered 700, 701, then renumbered 570, 571.

(13) KO&G 844, 845 originally 751, 752.

(14) KO&G 846B, 847B originally 755B, 756B.

(15) KO&G 1027 originally 1001.

(16) MC&SA 17 originally Pacific Electric 1654, then Texas & New Orleans 17, then W.T. Carter Co. 17, which leased it to MC&SA.

(17) PC&N 1 originally Aluminum Co. of America 1, then Massena Terminal 13, then PC&N 1. It has been scrapped.

(18) PC&N 2 sold to dock company in St. Louis.

(19) PC&N 4 sold to Rockdale, Sandow & Southern, renumbered 9, then was sold to Missouri Pacific, renumbered 1262.

(20) PC&N 5 sold to Aluminum Co. of America.

(21) PC&N 6 originally a Massena Terminal Co. unit.

(22) PC&N 7 probably was originally Union Railroad 608.

(23) PC&N 8 originally MP 4506, then Missouri Pacific 979, then PC&N 8.

(24) PC&N ? sold to RS&S in 1952, renumbered 7, then sold to Pt. Comfort & Northern in 1956. This unit may be either PC&N 2 or PC&N 5.

(25) RS&S 6 originally Massena Terminal RR., then RS&S 6, purchased in 1951. Sold to El Dorado & Wesson in 1958, renumbered 19.

(26) RS&S 7 originally Pt. Comfort & Northern, then RS&S 7, purchased in 1952. Sold to Pt. Comfort & Northern in 1956.

(27) RS&S 8 sold to Missouri Pacific, renumbered 1261.

(28) RS&S 10, 11 originally MP 4505, 4507, then MP 978, 980, then RS&S 10, 11.

(29) TM 501-508, 700A, B-701A,B have been scrapped.

(30) TM 511 originally St. Louis-Southwestern 1001. (31) TM 800-801 originally 800A,B.

(32) TM 850 rebuilt. (33) TSE 301 originally a Baldwin plant switcher, sold to Weyerhaeuser Timber in 1956, renumbered 301; then sold to Southern Pacific, renumbered 1091; then sold to Texas South-Eastern, renumbered 301.

(34) TSE 1008 originally St. Louis-Southwestern 1008.

(35) UT 8 originally Santa Fe 2151 (1st), model SC with 600-hp, built in 1936. Renumbered ATSF 651, then rebuilt to SW900, ATSF 651; then sold to UT, renumbered 8, class 650. ●

A mixed train on the MC&SA. An old combine hauls some of the road's passengers.

ILLINOIS CENTRAL GIRL REPRESENTS OREGON IN BEAUTY PAGEANT

Miss Sharon Joanne Gerritz, 19, represented Oregon in the Miss Universe Beauty Pageant last May in Miami Beach, Florida. Nicknamed "Sherrie," she is a brunette, secretary to William F. Blye, Illinois Central general agent, and lives at Rte. 2, Box 280, Troutdale, Oregon, a suburb of Portland.

"I enjoy learning the railroad business," she tells us. She also likes swimming, dancing, boating, water-skiing, and various athletic events. Her first experience with beauty competition was winning Miss Young Oregon in 1961. The next year she was first runner-up in Portland's Miss Teen-Age contest. While taking part in the Miss Universe pageant she spent ten "heavenly" days in Florida and was given a wardrobe of clothes, a $250 jewelry kit, a $100 make-up kit, and $100 for spending. These two photographs show her playing in the surf and posing with Wayne Johnston, former president of the IC and now chairman of its Executive Committee. (See portrait on page 6.)

Present-Day RAILROAD WAR

RAILROAD chroniclers describe the bloody turn-of-the-century war between the forces of E. H. Harriman and James J. Hill as the most bitterly fought in the industry's history. This judgment may be premature, Dan Coratz writes in *Fortune* magazine, for a contemporary war—ironically, it involves the sons of two important figures in that earlier one—may yet outstrip it in fury. Certainly the stakes are immeasurably greater than the temporary Northwest monopoly sought by the old rail barons.

The war today is being fought over the Rock Island Lines. Its outcome could alter freight patterns across two-thirds of the U.S. and shape the course of railroad development for decades to come. A score of Midwestern and Western lines see their prosperity in the balance; for some, indeed, the issue is survival. Veteran officials of the Interstate Commerce Commission label it "the most controversial rail merger case in memory."

Two eager suitors are competing for approval of a merger with what is legally known as the Chicago, Rock Island & Pacific Railroad. Each, as it happens, is backed by another line that would also like a piece of the Rock Island's fourteen-state network.

On one side is the Union Pacific Railroad, which views the Rock Island as the means of realizing an old dream: direct entry into Chicago. The UP is supported by the Southern Pacific, for years an aggressive competitor. The price of its support is the right to buy 3,500 miles of track that would give it access to Kansas City.

On the other side is the Chicago & North Western, now the largest carrier of UP freight between Chicago and the Missouri River. The C&NW seeks to balk invasion of its territory and, in the process, to add the Rock Island to its own giant Midwestern rail system. Its ally is the Atchison, Topeka & Santa Fe Railway. The Santa Fe hopes to buy from a merged North Western-Rock Island 2,500 miles of line and access to St. Louis over track kept by the C&NW.

More than a dozen other connecting or competing railroads, alarmed at the potential impact of one proposal or the other, have intervened with the ICC.

The war for the Rock Island, already three years old, has been enveloped in an atmosphere of personal animosity scarcely justified by even the fateful issues involved.

There are proxy fights, lawsuits, hard-sell public-relations campaigns, and ingenious securities-exchange devices. The Union Pacific admits to spending $3 million on its campaign so far, the North Western $1 million. •

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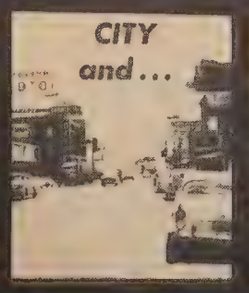

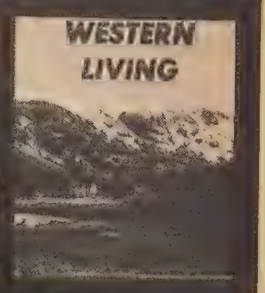

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. . . THE WORLD OF THE WEST: Located in prosperous Elko County, the ranchos have the backdrop of the majestic Ruby Mountains. **The sparkling Humboldt River is a short ½ mile away. Every Rancho fronts on a graded road that leads into coast to coast U.S. Highway 40.** Amidst these spectacular surroundings MEADOW VALLEY RANCHO owners can relax and enjoy the wonderful life of the Golden West.

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RECREATION UNLIMITED:

GOLF: A mere one mile from MEADOW VALLEY RANCHOS is the Ruby View Golf Course. No rush for starting times on this city owned and maintained golf course, but golfing as it should be enjoyed. Play a leisurely 9-18 or 36 holes surrounded by breathtaking scenery, minutes from your rancho.

HUNTING: Hunters from all corners of the globe come to Elko County to hunt the big game species Mule Deer . . . Quail, Chukar, and Partridge are found in abundance.

FISHING: In jewel like lakes, and mountain fed bottom streams you'll catch trophy size German Browns, Rainbow and Brook Trout . . large mouth fighting Bass. **RANCHO owners can catch their dinner within easy driving distance of the property lines.**

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PROVEN OPPORTUNITY: Yes, individuals are taking advantage of Nevada opportunity. But the country's leading corporations are also investing in their Nevada futures. Industrial giants, who erect plants where increasing land values and population demand them, are building or have secured acreage throughout Nevada.

LOW OR NON-EXISTENT TAXES: As a result of Nevada's low realistic tax structure, Profits And Wages Are Kept; not paid out to the state. NEVADA HAS NO STATE INCOME, INHERITANCE, CORPORATION OR GIFT TAX. The low real property tax is definitely limited by the state constitution. YES, NEVADA IS ONE OF OUR LAST FRONTIERS OF TAX FREEDOM!

TOTAL COSTS: The full price of the title to your **1¼ acre Rancho is only $495.00. Complete payment schedule is $1.00 down and $10.00 per month.** No interest, no carrying charges. Live, Vacation or Retire on your land, or simply hold for investment security. Wise men like Andrew Carnegie said, "More money has been made in Real Estate than in all industrial investments combined." **Make MEADOW VALLEY RANCHOS' PROSPEROUS FUTURE — YOUR FUTURE. DON'T MISS THIS GOLDEN OPPORTUNITY!**

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SIZE ACRES	DOWN	PER MO.
1¼	$1	$10
2½	2	15
3¾	3	20
5	4	25

Name:

Address

City: Zone: State:

Indicate No. of Ranchos Total enclosed $

Chicago & Eastern Illinois System

Locomotive roster compiled by Sy Reich

C&EI Roster Notes

Roster is based on data from C&EI supt. of Mechanical Dept., Luria Bros. & Co., and Detroit Marine Terminal & Inland Steel's asst. to general traffic manager. It is accurate as of April 5, 1966. All units belong to C&EI except Nos. 104, 105, 227, 228, 227-230, and 242, which are owned by Chicago Heights & Terminal Transfer.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.

(1) Not used. (2) 100 and 101 sold to Luria Bros. 9/6/59 and 8/29/49 respectively. 100 sold to Lipsett (Chicago) and scrapped. 101 sold to Detroit Marine Terminal, renumbered 6.

(3) 102, 110 sold to Exporting & Importing Co. 8/29/49. No. 102 was then sold to Guy F. Atkinson Co., not renumbered; then to Puget Sound & Baker River, renumbered 95; then to Pine Flat Contractors. Present whereabouts of these units is unknown.

(4) 106 was originally St. Louis & O'Fallon 51, then C&EI 106, then Inland Steel 85.

(5) 125 was originally 119. (6) 200, 201 were originally 1600-1601 (1st).

(7) 202 was originally GM-EMD demonstrator 499, then C&EI 1602 (1st), then C&EI 202.

(8) 206 rebuilt. (9) 221 rebuilt to GP9(mod) in 1958 with 1500 hp, weight 256,520 lbs., tractive effort 64,130 lbs.

(10) 226 rebuilt in 1959, has tractive effort of 63,240 lbs., weighs 252,970 lbs.

(11) 227-230 are stenciled C&EI. 229 rebuilt in 1959 to GP9(mod).

(12) 242 is stenciled C&EI.

(13) 1102 rebuilt to E9A(mod) in 1958 with 2400 hp, tractive effort 53,520 lbs., weight 328,580 lbs.

(14) 1200-1205, 1300, 1301, 1400-1404, 1406, 1408-1409, 1500, 200-202, 229 were sold to GM-EMD in trade for new units.

(15) 95-97 sold to Arnold Hughes Co.

(16) 103-105 sold to Joliet Railway Equipment Co.

(17) 115-118 sold to Marfax Steel & Railway Equipment Co. ●

C&EI's Alco switcher No. 118 works a transfer cut at South Chicago, Illinois. (Below) No. 1102 hauls passenger train out of Dearborn Street Station over tracks of the Pennsylvania Railroad.

R. L. Borcherding photos; negatives in Jim Seacrest collection, 2101 Birchwood Rd., North Platte, Neb.

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
95-96	600	GM-EMD	SW1	B-B	48,310	193,240	1942	15
97-99	600	GM-EMD	SW1	B-B	48,310	193,240	1942	15
100-101	600	GM-EMC	SW	B-B	50,330	203,330	1938	2
102	660	Alco	HH 660	B-B	59,700	201,260	1938	3
103	660	Alco-GE	S1	B-B	49,500	198,000	1941	16
104-105	660	Alco-GE	S1	B-B	49,500	202,150	1942	16
106	660	Alco-GE	S1	B-B	49,500	199,000	1946	4
110	660	Baldwin	VO 660	B-B	59,700	196,210	1942	3
115-118	1000	Alco-GE	RS-1	B-B	50,630	242,500	1945	17
120-125	1000	GM-EMD	NW2	B-B	60,900	243,620	1949	5
126-131	1200	GM-EMD	SW7	B-B	60,870	243,480	1950	
132-133	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
200-201	1500	GM-EMD	BL2	B-B	55,400	221,610	1948	6, 14
202	1500	GM-EMD	BL1	B-B	54,580	218,340	1948	7, 14
203-216	1500	GM-EMD	GP7	B-B	64,000	256,040	1950	8
217-222	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	9
223-226	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	10
227-228	1500	GM-EMD	GP7	B-B	62,658	250,630	1950-1	11
229-230	1500	GM-EMD	GP7	B-B	62,658	250,630	1951	11, 14
231-232	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	
233-234	1750	GM-EMD	GP9	B-B	61,400	245,600	1956	
235-238	1750	GM-EMD	GP9	B-B	61,400	245,600	1957	
239-241	2250	GM-EMD	GP30	B-B	62,440	249,750	1963	
242	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	12
243-244	2500	GM-EMD	GP35	B-B	61,845	247,380	1964	
245-254	2500	GM-EMD	GP35	B-B	61,835	247,320	1964	
255-264	2500	GM-EMD	GP35	B-B	61,850	247,415	1964	
265-272	2500	GM-EMD	GP35	B-B	63,780	255,130	1965	
1100-1102	2000	GM-EMD	E7A	A1A-A1A	51,830	308,440	1946	13
1200-1203	1500	GM-EMD	F3A	B-B	58,310	233,250	1948	14
1204-1205	1500	GM-EMD	F3A	B-B	58,700	234,800	1949	14
1300-1301	1500	GM-EMD	F3B	B-B	58,670	234,670	1948	14
1400-1403	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
1404-1405	1500	GM-EMD	F3A	B-B	59,375	237,495	1948	14
1406-1409	1500	GM-EMD	F3A	B-B	59,375	237,495	1948	14
1500-1501	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	14
1502	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
1503-1504	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
1600-1609 (2nd)	1500	GM-EMD	FP7A	B-B	61,240	244,960	1949	

Books of the Rails

THE BIG SPENDERS, by Lucius Beebe, 404 pages, 6x9", illustrated with rare photographs and old prints, bibliography, index, Doubleday & Co., Inc., Garden City, N.Y., $6.95.

Of the 40 books written by the late Lucius Beebe, including 16 in which Charles Clegg collaborated, we think *The Big Spenders* will be read most widely, enjoyed most thoroughly by the public at large, and be most in demand when future researchers delve into reference libraries. It is not basically a railroad book, but almost one-sixth of it deals with train travel and dominating figures in the industry. For example:

"Commodore Cornelius Vanderbilt was sixty-eight years old when he began to take a serious interest in the affairs of the New York & Harlem Railroad, an age that is not only in itself impressive, but worth remarking in the light of the fact that retirement is today obligatory for presidents of the New York Central Railroad, the Harlem's successor, at the age of sixty-five. Under the terms of today's corporate requirements he would have been put out to pasture three years before he even cast an acquisitive eye on a railroad property. It is food for contemplation."

A highly capable executive who was dropped not long ago because of the Central's outmoded retirement rule is John W. Barriger, ex-president of the P&LE, now president of the Katy. Beebe's new book, which is richly filled with anecdotes, says of him:

"Sometimes the habit of magnificence is transmitted from authentic grandees to their retainers, as witness Clifford, houseboy, chauffeur, and valet to John Barriger, president of the Pittsburgh & Lake Erie Railroad. When Barriger traveled aboard the presidential private car, Cliff headed the staff of colored cooks and waiters and, in his master's absence, dispensed hospitality in the manner of a proconsul.

"Once, passing through Chicago's La Salle Depot, a friend of Barriger's saw P&LE car No. 99 spotted on the private-car track and paused to pay his respects before boarding the *Century* on an adjacent track. Barriger was ashore at the time and Cliff did the honors. The friend didn't want a drink, he didn't even have time for Cliff to fix him a cup of coffee, he declined cigars. Finally, in desperation, Cliff rose to truly ambitious heights of hospitality.

" 'Have something, do,' he urged. 'Mr. Barriger will be mighty vexed with me if you don't go away with something to remember him by. Take something, please! Take a case of whisky!' "

Such tidbits, colorfully written, make *The Big Spenders* a joy to read. Anybody eager to increase his vocabulary could do worse than go through the book with a pencil and pad, jotting down the unusual words with which it is spiked. Someone has said, with a touch of exaggeration, that Beebe never

Lucius Beebe wrote *The Big Spenders*.

John W. Barriger, President, M-K-T.

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used a familiar word if he could find an exotic word to take its place.

There are aphorisms galore in this work. The author speaks of a certain elegant brothel as "a veritable Tiffany of love stores." He calls Ned McLean "as spoiled as a mackerel three hours in the sun," refers to "snowstorms of thousand-dollar bills," and states regarding the costly automobile of multimillionaire Andrew Mellon: "Traffic parted before its progress like the Red Sea for the Children of Israel."

He quotes McLean's wife, Evalyn, who was born poor in a Colorado mining town and revisited the spot many years later, when she was fabulously rich and owned the Hope Diamond, as saying: "The magic is still there. The magic of a mining town in Colorado never dies for those who knew it when they were young."

Recalling the Sunday night when the "unsinkable" new *Titanic* was ripped open by an iceberg, Beebe tells us that "a number of fastidious persons who would have had it otherwise faced eternity in evening dress." One of them, the aged Benjamin Guggenheim, "unwilling to make an exit on the note of informality," summoned his valet and retired to his stateroom as the luxury liner was sinking fast, "presently to reappear in full evening dress with tails and his best pearl studs," announcing: "Now we are dressed like gentlemen, and ready to go."

Beebe comments: "No nobler last sentiments are on record anywhere."

In a different vein, he relates how Whitelaw Reid by devious methods wrested ownership of the *New York Tribune* from the aged Horace Greeley. Later, when Mr. Greeley lay dying, a group of dignitaries called on him to pay their farewell respects, "as was the macabre custom of the age." The visitors stood back a decorous distance from the deathbed but chose Mr. Reid as their representative to approach the great man and note his final message to the world. Mr. Greeley, in a brief rally before lapsing into silence forever, recognized his old foe and muttered: "You son of a bitch, you stole my newspaper!"

Mr. Reid then rejoined the waiting group and said gravely, in answer to their questions: "His last words were, 'I know that my Redeemer liveth.' "

Other excerpts from *The Big Spenders* appear on pages 8 and 32 of this magazine. The tail-end book written by Lucius Beebe has turned out to be his best, terminating his career, you might say, in a blaze of glory.

STEAM RAILWAYS IN RETROSPECT, by O. S. Nock, 268 pages, 6x9", illustrated with 8 color plates, 48 black and white photographs, and 5 drawings, indexed, Hillary House Publishers Ltd., 303 Park Ave. S., New York, N.Y. $10.

The sometimes-active Volcano de Colima looks down from afar at the Cuautla line of the National Railways of Mexico. (From oil painting by Otto Kuhler).
Otto Kuhler, KZ Ranch, Pine, Colorado 80470

O. S. Nock, with 38 hard-cover railroad books to his credit, comes close to the all-time record in this field. Cecil J. Allen wrote 40. So did Lucius Beebe but with a difference: somewhat less than half of Beebe's books are collaboration jobs whereas the works of C.J.A., like those of Nock, are one-man authorship. But this comparison is merely academic. The important fact is that *Steam Railways in Retrospect* is new, professionally written, informative, and quite readable. It combines, as *Railroad Magazine* does, a goodly supply of anecdotes and technical data.

"Now that the steam railways of Britain are passing into history," we are told, "and their cherished features, colour, and individuality are being so frequently recalled by those who knew them intimately, it is time to review the whole epoch. Besides the memories and the nostalgia there are periods in railway history that are deeply significant in the light of present-day developments."

Even non-Britons who are interested in steam locomotive development will welcome Nock's latest book.

THE ROAD TO PARADISE: *The Story of the Strasburg Rail Road*, 28 pages, 6x9", revised edition published June 4, 1966, illustrated with 47 color-shots by Linn W. Moedinger, by Gordon S. Roth and a map, stiff-paperbound, distributed by the author, William M. Moedinger, 1835 Pioneer Rd., Lancaster, Pa. 17602, $1. (Residents of Pennsylvania pay 5 cents sales tax.)

The color in this delightful little book is brilliant, a feast for railfan eyes. Together with text matter and rosters of operable motive power and cars, it tells the story of America's oldest shortline in action. The book appeals to two groups of people: (1) those who have never seen the Strasburg but would like to and (2) ex-passengers with happy memories of its steam train. The roster list 3 old steam engines; 2 internal-combustion locomotives; 11 passenger cars (including combos, open gon, and private observation); 3 boxcars, 3 cabooses, and a flatcar.

BULLETIN 114: *The Railway & Locomotive Historical Society*, April, 1966 78 pages, 6x9", edited by Charles E. Fisher, illustrated, published by R&LHS, Baker Library, Harvard Business School, Boston, Mass. 02163; prices to members $2, non-members $3.

Except for *Railroad Magazine*, the R&LHS *Bulletins* are the paperbacked publications dearest to our heart. This one features an illustrated history of the Chicago, Cincinnati & St. Louis (now the C&O's Cincinnati-Chicago main line), by George W. Hilton, including a locomotive roster. The history, says Hilton, "was a dismal one, dominated by frustration and financial failure." Nonetheless, it is interesting.

Also covered in *Bulletin* 114 are "Sugar Plantation Railroads in Hawaii," by Robert A. Ramsay; "American 'Single' Express Locomotives," by John H. White, Jr.; "Pioneer Locomotive of Puget Sound," by Homer G. Benton; a piece on DL&W Baldwins by F. Stewart Graham; one on the Tidewater & Western by C. F. H. Allen; an informal history of the Williamstown & Redfield by Richard F. Palmer, and miscellany.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
THE BIG SPENDERS, by Lucius Beebe	$ 6.95	($ 6.70)
STEAM RAILWAYS IN RETROSPECT, by O. S. Nock	$10.00	($ 9.50)
NARROW GAUGE NOSTALGIA, by George Turner	$ 7.70	($ 7.15)
THE NORTHERN AND THE MIKE, by Stowe	$ 2.50	($ 2.40)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
2,000,000 MILES OF TRAIN TRAVEL, Allen	$11.00	($10.45)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
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STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
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THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
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THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
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B&O IN THE CIVIL WAR, by Smith and Bain	$ 5.00	($ 4.75)
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SINGLE-LINE RAILWAYS, edited by Nock	$10.95	($10.40)

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THERE has been so much vandalism of exhibits of the National Museum of Transport, Kirkwood, Mo., particularly the theft and destruction of parts of steam locomotives stored temporarily in the old Alton & Southern roundhouse at East St. Louis, Ill., that the area is now being patrolled around the clock by armed men and police dog.

Sy Reich

We are ashamed of the length to which some railfans go to get souvenirs, but we're not surprised. Everyone familiar with our hobby can cite cases of vandalism which add to the difficulties of preserving old steam power and streetcars. We hope none of the railroad hardware that is ever advertised in our *Switch List* was obtained illegally. Maybe readers should check with the dealers in such relics before buying.

The Steam Parade

America's newest railroad, the New Hope & Ivyland, ran its first regularly scheduled steam passenger train on July 17 (Bill Knapke's 97th birthday) on 16.7 miles of an ex-Reading branch. For info. write Ken Souser, New Hope & Ivyland RR., New Hope, Pa. 18938.

Doubleheaded steam runs will be operated on 67-mile round trips this fall during the foliage season from Steamtown U.S.A. to Summit, about 7 miles north of Ludlow, Vt., reports F. Nelson Blount, founder and chairman of The Steamtown Foundation for the Preservation of Steam and Railroad Americana, Box 71, Bellows Falls, Vt.

Steamtown has just acquired the *Repton,* a handsome 3-cylinder 4-4-0 which used to pull Queen Elizabeth's train in England, and an M-7 Drummond 0-4-4T and a coach. Other recent acquisitions are the *Lavino* 0-6-0T, the Illinois Central's 790 (2-8-0), an 0-4-0T and an 0-6-0T from Simond's, a Norwood & St. Lawrence 2-6-0, and a Norfolk & Western 2-6-6-4 from Charleston, W. Va.

Craig Mountain Lumber Company's Heisler No. 3 and its sawmill Corliss steam engine have been sold to the Black Hills Central Railroad, with headquarters at Hill City, S.D., we learn from Ivan Ergish, 915 Vista Ave., Lewiston, Ida. 83501. The Craig Mountain rails have been taken up for salvage. Ivan also tells us that Nezperce Railroad's No. 9, ex-Yreka Western 2-6-2, had a sign painted on her tank saying she would go to the Mid Continent Railway Museum at North Freedom, Wis. Probably she is there by now.

"Coos Bay Lumber Co.," he adds, "had trackage rights on the Southern Pacific from Powers to Coos Bay, Ore. The company has since been sold to the Georgia Pacific and was operating diesels when I visited there in 1959."

"If the ICC follows the decision of its examiner who favors abandonment of the Washington & Old Dominion portion of the Chesapeake & Ohio," writes H. L. Hamption, a retired Pennsy passenger conductor who holds a 1950-'51 pass over the old W&OD, 69 W. Hazelwood Ave., Rahway, N.J. 07065, "it might be a good idea, after a price tag is established, to form a corporation, issue stock certificates, and operate that part of the line which extends 15 miles between Rosslyn, Va., at the southern end of the Key Bridge in Washington, and Vienna, Va., as a tourist steam shortline. The nearest steam attractions are the Cass Scenic in West Virginia and the Ma & Pa at York, Pa."

O. V. S. Bulleid, one of Britain's great locomotive designers, produced some remarkable Pacifics that introduced a new conception in steam-power design, possibly the most radical changes in railroad history. The Bulleid Pacific Preservation Society has been formed to save an original light Pacific in operable condition, with the aim of using her on fantrips on either the British Railways or on a privately-owned standard-gage line. Contributions are needed to finance the purchase of such an engine. Certified checks and money orders payable to The Bulleid Pacific Preservation Society may be sent to the society's hon. treasurer, A. A. Wilton, 116 Durham Hill, Diwnham, Bromley, Kent, England.

Robert A. Benson, 1056 Sumner St., Stoughton, Mass. 02072

Representing *Railroad Magazine*, Art Knowles was one of the 700 persons on the fantrip last May 29th from New London, Conn., to Brattleboro, Vt., over the Central Vermont Ry. with Canadian National loco 6218, sponsored by Branford Electric Railway Asso. Because of limited accommodations, nearly 600 persons were turned away. Too bad! This scene shows a photo run at South Willington, Connecticut.

Truncated Pilots

It makes Charles E. Gardiner unhappy to open a book and see a photo of an oldtime locomotive in which the margin cuts off all or part of the pilot. We don't like that ourselves. Charlie, who lives at 39-20 220th Street, Bayside, N.Y. 11361, blames the omission on sloppy art makeup.

Such is rarely the case. Most people who put out railroad books like to show the whole engine. But sometimes a complete view is not available. Maybe the only picture to be had of that particular

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engine is one from which a careless photographer many years ago left off the end of the pilot. In that event, assuming the engine is needed to illustrate the text, the author, editor, or layout man has no choice but to use it. For example, we have never been able to find a photo of the Jefferson Davis funeral train. So far as we know, no such picture exists. But if we ever do locate one, even though it fails to show the pilot, we will be proud to publish it.

In a few instances, a very few, authors have deliberately truncated some of the pilots. Charlie tells us that Jan Glysteen's *Symphony in Steam* has 223 pix, of which 40 show cut-off pilots, one has both pilot and tender cropped too close, and one eliminates the lower part of the wheels. "If the original photos are that way," he adds, "this is forgivable." Even if they are, why would an author use so many pictures with the same defect in one book?

The *Winston Churchill*, British engine which pulled the Churchill funeral train.
Collection of Edgar T. Mead, 1158 Fifth Ave., New York N.Y. 10024

Setouts and Pickups

"On a recent trip to Pueblo I noted that the old roundhouse there, which used to be shared by the Missouri Pacific and D&RGW, was in the early stages of being torn down," writes M. W. Swansick, 6430 Xavier Court, Arvada, Colo. "Furthermore, security guards at the Colorado Foundry & Iron plant make it hard for fans to photograph the Colorado & Wyoming diesels behind high fences near Minnequa."

"I have received some wonderful letters from railfans in the U.S. and Canada who saw my picture and write-up in *Railroad Magazine* (Sept. '65)," writes Miss Nerida F. Holman, 1113 New North Rd., Mt. Albert, New Zealand. "I like to read about railways in far-away countries. Those letters heighten my enthusiasm for railroading."

A letter from Bernadine LeMay Prince, author of *The Alaska Railroad*, gave only fragmentary information when she sent us a copy of Vol. I. As a result, the review in our July issue said that the author published the book. Actually, it was put out by Ken Wray's Print Shop, Inc., 624 F Street, Anchorage, Alaska. Vols. I and II of the first edition are now on sale at $35 a set. Vols. I and II of the second edition are due off the press Oct. 1st. Pre-publication price for the second set is $25.

"I am delighted with *Railroad Magazine,*" enthuses oldtimer Lloyd C. Shank, Bolivar, Mo. "Stories, articles, and pictures of the Steam Age are interesting. It's the kind of material you can't find anywhere else."

Two magnificent lithographs glorifying steam power, done by Palmer W. Spalding in black crayon pencil on stiff paper, 20x16", suitable for wall decoration or framing, are available at $3, postpaid, for the set of two, from Illini Railroad Club, Box 62, Champaign, Illinois 61820. Subjects are: CB&Q 4960, Mikado type, wheeling freight on prairie land and CB&Q 5632, Northern type, pulling a passenger train out of a station. Both drawings are professionally handled, with fine feeling, and accurate in details including smoke plumes.

Railroad Museums

"E. J. Lavino & Co. of Philadelphia, Pa., have donated their 0-6-0T saddletank No. 10 to our museum," reports Terry E. Durkin, vice president of the Pacific Southwest Railway Museum Assn., Inc., 1521 West Hotel Circle, San Diego, Calif. 92110. "At the moment she is at their Sheridan, Pa., blast furnace works. Built by Alco in 1923, with 16x24" cylinders, 44½" drivers, and 117,440 pounds weight, she is in perfect condition and will be displayed and operated at Perris, Calif., on the track of Orange Empire Trolley Museum, with which we are cooperating. They already have quite a bit of trackage and expect to complete a mile into the town of Perris in the near future. Victor Koenigsburg and I were instrumental in acquiring the engine."

The Sandy Pond & Ontario Railroad at Sandy Creek, N.Y., has 1½ miles of standard-gauge line which operates from May 30 to Oct. 1. Daily service July and August, weekends June and September. Its museum has a large collection of steam locos including a 2-8-0, the last steamer in passenger service on New York Central but not a NYC engine; a 2-6-0 from Bath & Hammondsport and ten Solvay saddletank dinkies.

Rail City, as the locale is called, has water frontage, a sandy beach, and a swimming area. Train fare is $1.25 for adults, 75¢ for kids. Rail City is on Route 3 on the shore of Lake Ontario, 50 miles north of Syracuse. Query Stanley A. Groman, M.D. (a practicing surgeon and ex-railroader), 1303 Midland Ave., Syracuse, N.Y. 13205.

A red wooden caboose stands on a short piece of track at Libertytown, Md., behind the home of William L. Bell, master clarinetist in the U.S. Marine Corps. Besides being the son and grandson of railroaders, Bill is a railfan and collector of railroadiana and wanted the crummy as a playhouse for his children. He bought it from the Baltimore & Ohio for $350, paid $150 extra for a pair of 4-wheel trucks, and spent about $150 to have it hauled from the B&O's Brunswick yard.

In the basement of his home, Bill also has an eye-popping collection of more than 500 model locomotives and cars, dating from the early 1900s, and railroad lanterns. He also has the headlight from the Monongahela Railway locomotive on which his father, Samuel Bell made his last run as an engineer.

We like to read *Smoke & Cinders,* monthly journal of Tennessee Valley Railroad Museum, P.O. Box 44, Chattanooga, Tenn. 37401. A recent issue devoted 1½ pages to equipment restoration at the museum. We learn, for example, that the ICC has denied engine 6910 additional flue time, so she will be out of service until further notice. The Brimstone Railroad's No 35, a Shay, which arrived May 3rd, was fired up shortly afterward and put to work switching. The publication states:

We reassembled the Shay in order to preclude the possibility of misplacing any of the parts (the universal joints and drive shafts abound with shims,

bearings, spacers, special half-moon castings and bolts, many of which must be specifically mated to each other in a particular location), but also to keep the engine in one operating piece.

A Shay in motion is a strange thing to behold. Three cylinders with associated Stephenson link valve motion chingling up and down accompanied by the low, guttural growl of the bevel gears and the rapid, slushy exhaust combined with the sight of the "no secret here" crankshaft which knocks flowers and weeds away from the track at right angles to the travel of the locomotive create a picture in sight, smell and sound that is a thing apart from what many of us have come to expect from a steam locomotive.

The Shay proved her mettle by easily moving our line of dead engines (all of them) without complaint. Result: The 4501 is now at the end of the string in the No. 1 work spot, followed by the *Alabama College*, SWP No. 3, 6910, 203, and the two streetcars.

Discovery of cracks in several superheater units in the 4501 (due to freezing) resulted in removal and hydrostatic test of all superheater units in the engine. This necessitated removal of the front end, including boiler front, petticoat pipe, master-mechanics' front end screening and blower line connection.

Bob Echols' family has just about everything it needs to run a railroad except a train. In fact, their home in Phoenix, Ariz., is known as Echols Junction, where a real depot houses a growing railroad museum.

Echols' father, two uncles, and one grandfather had been railroaders, and he himself worked for a railroad during high school days.

A collection that started out as a few mementos became so large that a special place was needed for display. They found just the right place—a 17x20-foot depot that had been abandoned after 40 years' use as a station in Maricopa, Ariz. A housemoving firm transported it to the Echols' back yard.

In the depot's bay window is an authentic telegraph desk complete with chattering instruments. More than 50 kerosene lanterns hang from the ceiling. Marker emblems and hundreds of other items from about 200 railroads are displayed. Outside are two old baggage wagons, an ancient handcar, and a railroad crossing sign.

Pennsylvania Shortlines

Lu Cummings, Jr., comments on our Strasburg Rail Road roster (May issue): The *William Penn* was built in 1836 by Wm Norris as a 4-2-0 and rebuilt in 1846 by J. A. Norris. She originally ran on the Philadelphia & Columbia until 1851, was on the Strasburg until 1865, and was sold to the Western Pacific in 1866.

The SP took over the WP, used the engine until 1883, and sold her to the Oakland Iron & Nail Works, where she operated until 1894, when the plant burned down. This was the Strasburg's first engine one of America's first 50. She was last seen at Oakland, Calif., in 1898.

First No. 1 was possibly ex-PRR 938, built about 1889. The ex-Warwick RR. loco is 7, not 4. No. 98 is owned by Wm. Marshall and used on the Wilmington & Western.

F. W. Trittenbach, a Reading conductor, tells us that the Cornwall RR. used ex-PB&NE 12, 14, and 16 without renumbering them. Both the Cornwall and PB&NE were listed in our Shortlines of Pennsylvania rosters.

The Upper Merion & Plymouth, also listed in those rosters, has these units: 19 (SW1); 51 (VO 660, re-engined by Alco); 52 (VO 660, re-engined by GM); 58-59 (GE 44-tonners); and 60, 61, and 101 Alco S6).

R. G. Nugent adds the info. that Couderport & Port Allegheny units are D-1 and D-2, GE 44-tonners with 380 hp, built in 1946 and 1950. No. 1 of the Pittsburgh, Allegheny & McKees Rocks was built in 1952.

The tractive effort of Pittsburg & Shawmut 231-239 should be listed as 62,320.

Jack Holst adds the following info. to our Shortlines of Oregon rosters: The City of Prineville 1001 was scrapped in 1965. The Longview, Portland & Northern unit missing from our roster was No. 110, an Alco-GE S2 with 1000 hp, built in 1946. Oregon & Northwestern 101-102, both Alco 660-hp units, were built in 1952 for Brooks-Scanlong, Inc. The Oregon Pacific & Eastern unit of which we didn't know the number is 1203 ex-Coos Bay number 1203.

On the Train Sheet

We come across some strange and interesting initials in our work. The people who devise them must rack their brains to get names with initials that spell something or are phonetically pleasing. Here are a few:

ABEX—Railroad Products Div. of American Brake Shoe Co. now Abex Corp., New York, N.Y.

ACI—Automatic Car Identification (term used by WABCo. Wilmerding, Pa.)

ARAM—Association of Railroad Advertising Managers, St. Louis, Mo.

ARE—Association of Railroad Editors, a new name for ARMEA (American Railway Magazine Editors Assn.)

AREA—American Railway Engineers Association, Chicago, Ill.

ATA—American Transit Association.

BARE—Benefit Association of Railway Employes, (a division of BTL, Benefit Trust Life Insurance Co., Chicago.) Its auxiliary is BARE ladies.

BART—Bay Area Transit District, San Francisco.

BLE—Brotherhood of Locomotive Engineers, Cleveland, Ohio.

BRA—Boston Redevelopment Authority, Boston, Mass.

CART—County of Alleghany Rapid Transit, Pittsburgh, Pa.

IRT—Institute for Rapid Transit, Chicago. Also Interboro Rapid Transit Div. of New York City Transit Authority.

NIT—National Industrial Traffic League.

PANIC—Sometimes used in conversation referring to the new PC: Pennsylvania (and) New York Central Transportation Co.

PAT—Port Authority Transit, Pittsburgh, Pa.

PCOC (Peacock) Room—A fifth-floor room or office, overlooking the mostly-dismantled Penn Station where the Penn Central Operating Committee has been diligently putting together the Pennsy and New York Central.

START—South Towns Area Rapid Transit, Buffalo, N.Y. Also South Texas Authority for Rapid Transit, Houston, Texas.

SURE—Safe Union Railroad Employes. "Tell people to be SURE on the job," is the slogan of Union Railroad, Pittsburgh, Pa.

TEA—Traffic Executives' Association.

TERRE—Trans-European Road-Rail Express.

TRA—Travel Research Association, New York, N.Y.

TREX—Transit Expressway (Westinghouse experimental Skybus line) Pittsburgh, Pa.

Hal Carstens, publisher of Railroad Model Craftsman, 6 E. Main St., Ramsey, N.J. 07446, will buy or borrow pix of Erie McKeen cars, especially the 55-foot units reputedly bought from Union Pacific; also 70-foot McKeen in service in northern New Jersey.

Pic collection of Sherman Dance is being sold for his widow by Ted Gay, 6 Northern Dr., Morris

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Plains, N.J. No list; state roads you are interested in. Size 116 prints, 20 for $1. Postcard size, 15 for $1. Original 35mm slides. 25¢ each, and up. Send 35¢ for printed catalog of over 1,000 views and sample slides. Negatives also for sale; state your wants and send stamp for separate lists. Also size 16 movies: send stamp for list of b&w and color. No order under $5. All items refundable with credit or cash. Make offer for public tts., 1930-'40.

Last month we ran an item about picture-postcard collectors. Frank M. Bluvas, 5102 S. 39th St., Omaha, Neb., wants to swap postcards with persons in other states and other countries. Another postcard collector is Mrs. Faye Schankin, 14693 Parkgrove, Detroit, Mich.

Miss Elizabeth Kling (age not given), Box 169, Marysville, Pa., collects handkerchiefs of different states and wants pen pals.

John W. Melton, Jr., of Cincinnati, please contact Elmer J. Braswell, Jr., 1581 Melrose Drive, S.W., Atlanta, Ga. 30310. He remembers meeting you in Atlanta one Saturday morning while making shots of the Stone Mountain line.

Info. on turntables, early construction and unusual types, is wanted by James D. Hammer, 7369 Marwinette Ave., St. Louis, Mo. 63116 (Feature article on turntables appeared in May '55 issue of our magazine. •

KNOWN as the "High Society Route," the Narragansett Pier Railroad is doing right well in its second season as a rejuvenated passenger carrier. You can take 45-minute excursions every Sunday in May through the end of October from Peace Dale, R.I., at 2, 3, and 4 p.m. The line is 7½ miles long, extending to Kingston. Round trip costs $1.25 for grownups, 50 cents for kids. A single ticket entitles you to ride all afternoon if you want to. Groups of more than 20 people are eligible for special excursion rates.

The train boasts an open flat-car built in 1928 and changed in 1965 to a "convertible gondola." There is also a combination passenger-baggage car, built in 1905 for the Boston & Maine and equipped with plush seats. The baggage area provides a place for passengers to stand while taking pictures.

Available for special charter is a private observation car built in 1885 for a predecessor of the Canadian National and imported last fall from Moncton, New Brunswick.

Another passenger coach, built in 1905 for the B&M, is being restored and is open for inspection in the yard at the Peace Dale station. Inside the station, which was built in 1876, is a museum housing a display of railroad lanterns, caps, badges, buttons, baggage tags, timetables and pictures.

An enginehouse and a freight station, also both built in 1876, remain intact and can be inspected.

You can reach Peace Dale by following State Route 138 to State Route 108, which goes directly to the railroad yards. Parking facilities are provided.

According to William R. Young, writing in *The New York Times*, the Narragansett Pier Railroad was in its heyday before the turn of the century, when it served as a connecting passenger link between the New Haven Railroad at West Kingston, R.I., and Narragansett. There, passengers bound for Newport could board a steamer to cross Narragansett Bay.

So popular was the line in those days that the president of the Pennsylvania Railroad reputedly asked Rowland Hazard, one of the founders of the Narragansett road, how much he wanted for the line. Mr. Hazard is said to have wired this reply: "Mine is not for sale. How much for yours?"

However, by 1911, the shortline began to wane, and later it suffered a series of economic reverses attributable to World War I, the Depression of the 1930's, continued mill failures, and automobile travel.

Last year J. Anthony Hannold of Lansdale, Pa., took over the operations with the assistance of his wife and a group of volunteers. They started weekend passenger trips, which have since become popular. Many people still enjoy riding trains. •

MY BIGGEST SCARE. C. W. Dickinson, a retired engineer of Flat Rock, Mich., often looks back to 1909, when he began handling trains on the Detroit, Toledo & Ironton. "The engines had oil headlights," he recalls, "and the track went through quite a few cuts and tunnels. Our oil lights offered poor visiblity while rockslides and cave-ins were frequent, so the running in bad weather was hazardous.

"We always had to pass through a certain tunnel on the line between Springfield and Ironton and on one of those trips I had the scare of my life. I was handling the lead engine of a doubleheaded passenger train. A cave-in occurred just as we entered the tunnel, but I stopped in time to avoid an accident. It was a nasty situation, for we couldn't proceed until the tracks were cleared. We started walking toward the rockpile to figure out what we could do. In the lead were the crew, some carrying hand tools, with my fireman and me close behind. Suddenly I heard a rumble. 'Run!' I yelled. 'It's a slide!' And it sure was. The fireman and I got clear of it, but the engine didn't and the tender was derailed.

"I've heard about the tunnels of love in amusement parks, but this wasn't one of them. Our tunnel was an unholy mess of piled-up rock, rubble, mud, and water almost up to our knees. I don't recall how many men or how much equipment it took to clear the track. Three days passed before we could pick up our passengers and proceed to the place we headed for." •

In America, some retired conductors buy and set up on their lawns the cabooses in which they railroaded for a long time. Similarly feelings prompted Jack Williams to buy at auction the old railway station signal box in which he worked for 14 years. Costing the equivalent of $8.40, it now adorns his garden. British Railways, as an economy measure, had closed the line on which it stood. •

THE MODERNIZED CB&Q. "Lou Menk says railroads should get out of the railroad business," said a recent ad in the *Wall Street Journal* and other newspapers. "Who does he think he is?" Who, indeed, but the president of the 14,000-mile Burlington, Louis Wilson Menk. "We're not in the railroad business," the ad went on. "We're in the distribution business . . . It's an attitude that forces us to think of this railroad as an extension of the shipper's total distribution system. It compels us to use the very latest tools at our command. Gone are the days of Casey Jones. This railroad is changing."

Indeed, it is. Since Lou Menk took over the 117-year-old Burlington last November, he shifted advertising agencies for the first time in 40 years; redesigned timetables, giving them a front cover picture of a girl with legs showing slightly above the knee; and started redecorating the line's 54-year-old headquarters in Chicago to discard what he calls the creaky "railroad look." Menk also reshuffled management and introduced a human-relations course that brass collars call "the charm school." •

Coming Events

SEND advance notices of fantrips, conventions, etc., to Art Knowles, *Railroad Magazine*, 205 E. 42nd Street, New York, N.Y. 10017. Mail them early, to be sure of getting them published. Items for October issue should be on our desk by August 5th.

Aug. 6: Steam at Boise, Idaho, to Huntington, Ore., using UP 844(4). PNR-NMRA Convention (Aug. 5-7). Fare $7.50, Banquet $6.50. NMRA membership required for participation in any convention activity. Writes James Dunbar, Box 4242, Boise, Idaho 83705.

Aug. 13-Sept. 4: Railroad Enthusiast coast-to-coast trip already sold out!

Aug. 27-Sept. 8: Alaska-Yukon Adventure, delux tour by rail and steamer to caribou country. Peace River, inside passage, sleeping cars, from San Francisco. Write Arthur Lloyd, R&LHS, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

Aug. 31-Sept. 5: Annual NRHS convention, Richmond, Va. The Old Dominion Chapter is host, Hotel John Marshall.

Wed. evening, tour RF&P shops (by reservation only, no charge).

Thurs., Southern Ry. to West Point, Va., using NRHS-owned passenger cars.

Fri., trip to Cass., W. Va., and a chartered trip behind doubleheaded, Shay-powered train up rugged Cheat Mountain (see Railroad Magazine, May '65).

Sat., C&O train to Fort Eustis, Va.; ride U.S. Military Railroad (see pix, Railroad Magazine, April '66, page 49); Sat. evening, banquet, with W. G. Claytor, V.P. of Southern Ry. as guest speaker.

Sun., C&O trip along Kanawha Canal route, 175 miles, open obs. cars.

Mon., steam on Southern Ry., using Tenn. Valley RR. Museum 2-8-2 No. 4501.

Write NRHS Convention Committee for details, Box 8583, Richmond, Va. 23226. There will be lots to see before or after the convention in and around Richmond, such as Civil War historic sites, Williamsburg, Yorktown, and Jamestown. Furthermore, Washington, D.C., is nearby, with its new railroad section at the Smithsonian Institution.

Sept. 2-5: All-Pullman special train lv. Los Angeles 7 p.m. via UP to the Grand Tetons and Yellowstone Park. Stop at Salt Lake City and tour Salt

Lake, Garfield & Western Railway (freight only). Arrive back in L.A. on Monday evening. Write Pacific Railroad Society, Box 5279, Los Angeles, Calif. 90055.

Sept. 2-22: Trans-Canada Holiday; Lv. San Francisco 3:30 p.m. for Vancouver, ride the Super-Continental to Ottawa, Montreal, Quebec, Niagara Falls, Toronto, Jasper. Write Central Coast Railway Club, Box 1714, San Jose, Calif. 95113.

Sept. 4-5: Special train on SP&S, Oregon Trunk Line, GN, SP: Lv. Portland, Ore., for Klamath Falls, Columbia Gorge, Crooked River Bridge (world's highest rr. bridge), 300 miles of freight-only trackage, first passenger train ever operated over this route, meals included. Write Pacific Northwest Chapter of NRHS, Box 8853, Portland, Ore. 97208.

Sept. 6-20: Rail Study Tour: Geneva, Milan, Nice, Paris, Amsterdam, Utrech, Frankfurt, Berne, Zurich, by rail. Swissaire from New York. $775, deposit $100. Write Robt. G. Lewis, c/o Railway Age, 30 Church St., New York, N.Y. 10007.

Sept. 10: Detroit to Stratford, Ont., Shakespearean Festival Theater via CN special train from Windsor. $16.50 includes fare, theater, dinner. Lv. 9 a.m., back 8:30 p.m. Michigan Railroad Club, 3241 Twelve Mile Road, Berkeley, Michigan 48072.

Sept. 15-Oct. 13: ORCB tour of Europe and England. Lv. New York on the Queen Elizabeth. Write Brotherhood Tours, Box 3612, Station A, El Paso, Texas.

Sept. 23-Oct. 15: Modern Railroads (magazine) seminar tour by air from San Francisco; 11 days in Japan, ride Takaido Line, 3 days in Taiwan, 4 in Hong Kong, 3 in Thailand; total $1,694, deposit $100. Write Tom Shedd, 5 South Wabash Ave., Chicago, Ill. 60603.

Sept. 30, Oct. 1 and 2: ride on Silverton line. Ninth annual Kolor Karavan by Alamosa Kiwanis Club; Lv. Alamosa 8 a.m. Fri. for Durango and Silverton. Arrive back in Alamosa Sun. 5 p.m. Rate: $23 (kids $11.50). Make your own arrangements for Fri. and Sat. nights. Write R. E. Wick, Adams State College, Alamosa, Colo. 81101.

Oct. 2: Steam in Maine, last time in USA for the Canadian National's 4-8-4 No. 6218 Lv. Grand Trunk Station, Portland 7:30 a.m. for Island Pond, Vt., via White Mts. of N.H. Photo stops, 300 miles, open baggage car and coaches, snack bar, diesel loco on return. Rate: $12.50 (kids $7). Write Phillips Prince, Railroad Enthusiasts, Portland Div., 73 Skylark Rd., Portland, Maine 04103.

Oct. 9: D&RG narrow-gage to top of Cumbres Pass: Lv Alamosa 7:30 a.m. 2 hours at Cumbres, arrive back 6:30. Picture stops, some open gons, Rate: $6 (kids $3). Write ESA Excursion, Box 753 Alamosa, Colo. 81101.

Oct. 9: B&O freight-only line: Lv. Pittsburgh, Pa. stops at Mars and Butler) for DuBois on former BR&P (now B&O); 18 coaches, snack bar, $10.75. (Train was sold out a month in advance last year.) Write Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct. 21-23: Steam fantrip: NMRA Niagara Frontier Region Convention at Rochester, N.Y., Sheraton Hotel and Motor Inn. Special activities and banquet. Write Russ Christensen, 76 Yarmouth Rd., Rochester, N.Y. 14610.

Feb. 4-8: Detroit to New Orleans for Mardi Gras in section of all-Pullman ltd. from Chicago; $145 incl. NYC Wolverine coach to Chi., Pullman to N.O., Mississippi steamer, streetcar (Desire), bus tours. No hotel expense; sleep in Pullman in N.O. Contact Michigan Railroad Club, 71 Brush St., Pontiac, Mich. 48053. Expect trip sellout before Thanksgiving.

Daily trips on C&O-B&O Lake Michigan ferries, Chessie Cruise Package: Milwaukee, Ludington, Manitowoc. Take a Lake break, fine ships, can accommodate 500 passengers, 50 automobiles. Price is $9.95, includes two meals. Staterooms available. Write D. R. Rathsack, C&O Dock, Ludington, Mich. 49431.

European rail cruises of interest to railroad enthusiasts: Write ATPAC Tours, 136 East 57 St., New York, N.Y. 10022.

Long Island Rail Road operates tours each Sat. and Sun. to interesting and historic points on Long Island and Mystic, Conn., 89 trips this year. Write Tour Dept., LIRR, Jamaica Station, N.Y. 11435.

Western Pacific operates tours from San Francisco. Write Frank J. Rauwolf, WP, 526 Mission St., San Francisco, Calif. 94105.

Canadian National has scheduled 20 voyages from Vancouver to Alaska, 8 days, price varies, last trip Sept. 25. Contact any CNR office.

River cruises on sternwheeler steamboat Delta Queen from Cincinnati to St. Louis, New Orleans, Pittsburgh, St. Paul. Write Green Line Steamers, 380 Public Landing, Cincinnati, Ohio 45202, or 10 East 40th Street, New York, N.Y. 10016. ●

A Pastor Protests

by Rev. Father James Trotter

ONE of the sources of news on which I depend very much is the *Christian Science Monitor.* For complete and fair reporting of domestic and foreign news it has few equals. I read it almost from cover to cover daily.

However, an almost full-page advertisement placed in the *Monitor* one day by the Association of American Railroads affected me so much that I paid little attention to the rest of the paper. The advertisement was headed in large type, "There Must Be No Return to Featherbedding."

As a pastor I enter rather fully into lives of many people and I cannot know anything that has hurt my railroader friends and their families more than the ugly term "featherbedding."

I know men who talk proudly of the days when they shoveled 7 to 15 tons of coal on a run and of the speed records they helped set. They speak in glowing terms of the pride they feel in being part of the great work our railroads did in moving the vast amount of men and materiel to help toward victory in World War II. I also know of the long, dull layovers—sometimes as long as 30 hours in little out-of-the-way places.

One of the features of our age is the use of powerful propaganda. Vast amounts of money are spent to promote an issue or produce an image. The great thing is to produce slogans that will catch the public's fancy. The slogan is often only a half-truth or a distortion of the truth. Such a slogan is this headline, "No Return to Featherbedding."

The whole truth includes the fact that men are often seemingly not doing much work at a given time and undoubtedly a great many changes in work-rules must come and will come. But this could apply to many occupations. For example—what about the free time many farmers have in winter time, or the long coffee hours many people in the executive and official positions enjoy?

I know that our railroads are exceedingly complex operations and much must be done to help the industry come up to date. But speaking as a Christian, following the Master who puts individual human beings as the center of God's interest and concern, I cry out against slogans which not only distort issues but, above all, degrade the individual. ●

(From radio talk on KSEI, Pocatello, Idaho.)

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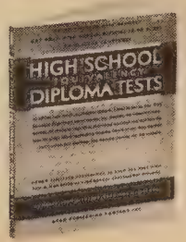

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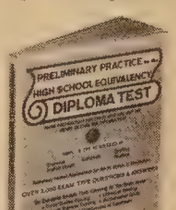

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Steve Maguire's

TRANSIT TOPICS

San Francisco's historic cable cars are a never-ending subject for the cameras of nostalgic visitors and the local residents.
Bart Gregg, 1371 31st Ave., San Francisco 22, California

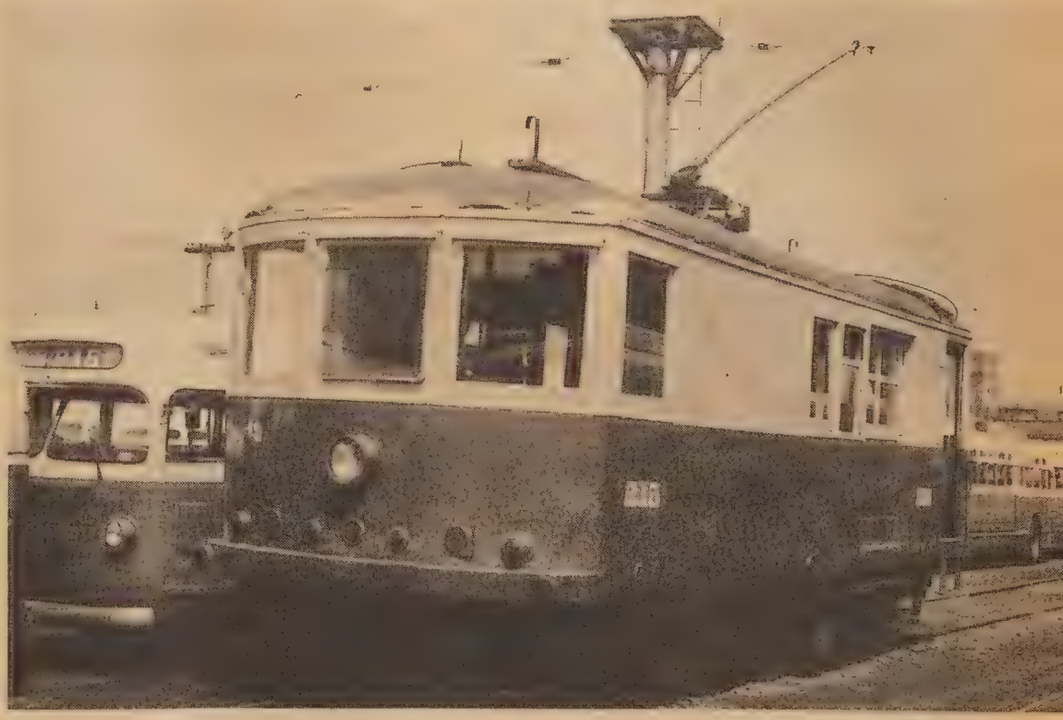
A PROGRAM which would cost $395 million for rebuilding the Municipal Railway System of San Francisco has been offered by the city's Public Utility Commission, which claims it would bring every part of the city within a 20-minute ride from downtown. Starting the project would be a $96 million bond referendum in the November ballot, its results to determine the scope of the massive new program.

Stephen D. Maguire

The plan calls for 4 rapid transit subway systems. One would be the Bay Area line along the Mission corridor to Daly City, now being built as part of BART. Another would follow the general route of the Twin Peaks Tunnel line, out beyond the present St. Francis Circle terminus, to San Francisco State College at 19th and Holloway. This line would be rebuilt into rapid-transit operation. The third, the Sunset subway, would leave the Market Street line at Duboce Avenue and run under Buena Vista Park through Sunset Tunnel to 19th Avenue and possibly beyond it. Fourth would be a subway under Post Street and Geary Boulevard all the way out to 45th Avenue, supplanting the present bus service that replaced trolleys a few years ago.

Equipment for modernizing the Muni is estimated to cost $41 million, including 100 new rapid-transit-type cars, 150 new trolley coaches, 660 new diesel buses, and 5 new old-style cable cars.

Also, the California Street cable line would be extended to Ferry Park in the Golden Gate Redevelopment project, and the Powell Street line extended as far as Fisherman's Wharf. At the same time, the cable-car barn would be converted into a major tourist attraction, according to Ralph Kerchum, 4350 Bridgeview Dr., Oakland, Calif., who sent us this news.



St. Louis Public Service trolleys five years ago: (Top) No. 1648 leaves Wellston Terminal building. (Lower) Rail-grinder, converted from an old Birney car.
Both photos by Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

ONE thing that may get smaller is San Francisco's automobiles. Engineers planning the city's vast Bay region rapid-transit system, called BART, think just the thing for home-to-station commuting will be flea-sized chariots. Research even now is under way on power sources for just such midget vehicles—battery, fuel cell, and modified gas engines.

BART predicts that by 1975 some 120,000 people in the suburbs will be pouring into 37 neighborhood stations daily to catch the system's new commuter trains. Some will come from 2 to 10 miles away—just the right distance for vehicles flea-sized.

BART engineers also predict a prosperous future in San Francisco for bicycles, motorbikes, and scooters.

PHILADELPHIA will soon lose all of its trolleys except those on 5 subway-surface lines linking West Philadelphia with City Hall. This gloomy announcement from the Philadelphia Transportation Co. was relayed to us by Stephen J. Hoffman, 10801 Stevens Rd., Philadelphia, Pa. 19116. About 1,500 new buses will be bought to replace 1,100 old buses and the 270 trolleys due for elimination on 8 streetcar lines: routes 6, 15, 23, 47, 50, 53, 56, and 60. The changes will be part of a $50 million program scheduled to start in 1967 and be stretched over 10 years. Trolley buses also will be dropped. The *Philadelphia Bulletin* says this news "will bring a pang to many an oldtimer who doesn't necessarily equate change with progress—and life is constantly changing."

Ex-CB&Q 9769 at Centerville, Iowa, on Southern Industrial Railway replaces line's electric motors.
Photo by Roger Grant and Jim Rambow, 1006 E. Ashland, Indianola, Iowa

Boston & Albany (New York Central & Hudson River) No. 11 was its only trolley. Pictured at Newton Lower Falls Mass., 1½ miles.
Photo from Yankee Magazine

"There was a time when it was possible to ride by trolley from Philadelphia westward to Newville, Pa., and northeastward to New York City and even as far as Maine, by ingenious use of the many interurban lines," the *Bulletin* continues, "and a trolley ride from Overbrook to Willow Grove was a routine part of a holiday outing.

"Transit companies have found subway and elevated trains, and buses, faster and more economical to operate under modern urban traffic conditions than the old trolley cars . . .

"But older Philadelphians will still look back sentimentally to the trolley service, long missing now, on so many center city streets and to the open trolleys in Fairmount Park. Pretty soon the trolley will be a museum piece. Better hop aboard one of those that is left, before it is too late!"

EL PASO trolleys are being "suspended" during relocation of the international boundary between El Paso and Juarez, reports ERA's Texas Division in their monthly publication, *Short Circuit Bulletin*. During the ten months needed to complete the project, buses will take over the loop trolley line that crosses the border. The editor of *El Paso Times* notes there is no provision for resumption of streetcar service.

Boundary construction began July 1st, so the El Paso trolleys may already have made their last runs. If this is so, it means the end of America's last international trolley line and the last street-operated trolley line in Texas. However, Texas still has the Leonard's Department store subway-surface line at Fort Worth on which modified PCC's run between the store and a parking area. For more details on Texas rail lines contact the Texas ERA, Milam Bldg., San Antonio, Texas 78205.

SOUTHERN INDUSTRIAL RY., the ex-Southern Iowa Ry. at Centerville, Ia., is being dieselized, lament Roger Grant and Jim Rambow, 1006 E. Ashland Ave., Indianola, Iowa. The overhead already has been taken down from Moravia, where track was so poor it had to be abandoned. Other wire is coming down fast, except for the two miles between Centerville and the Junction, which has been kept up for the Iowa NRHS Chapter to run its three museum interurban cars.

Replacing the electrics is ex-CB&Q "doodlebug" baggage motor 9769, which is expected to handle all switching and hauling. SIRY bought it at a very low price from the Burlington, which had used it in local switching at Lincoln and York, Nebraska. Trackwork was necessary to bring the roadbed into good enough condition for the Burlington motor car to run over it. Box motor 101 was left at Moravia, where it continues to run under overhead power in the Moravia Farm Service Co. yards, switching to and from an interchange track.

WE DOUBT if many readers know that many years ago there was a previous trolley line at Riverside, Mass., outer end of the 15-mile trolley line built on the Boston & Albany's abandoned tracks five years ago for operation into the MTA Boston subway.

The story of the railroad coach that the B&A converted to a trolley early in the 20th century was told in a recent issue of *Yankee* magazine, Dublin, N.H. 03444. The car, numbered 11, was equipped with motors, trolley pole, and pilots at each end, all in typical interurban fashion. It ran between Riverside and Newton Lower Falls on a branch line only 1½ miles long and was the only electric trolley ever operated on the B&A. Making nearly 20 trips daily, it was appropriately nicknamed "the Ping Pong." A photo shows it was like the similarly-electrified passenger cars that the Quebec Ry., Light & Power interurban line operated to and from Ste. Anne de Beaupre until a few years ago. Who can tell us when the Ping Pong stopped running?

AN OBITUARY prepared by a retired motorman of the Milwaukee Electric Ry. & Light, shortly before he died, appeared recently in the *Milwaukee Journal* in accordance with his last wishes. The deceased, Ernst E. Peske, retired in 1948 after 43 years of streetcar service. His obituary states:

"In those days (1905) a motorman got 18 cents an hour. Every year he got a penny raise till he reached to 22 cents an hour. Then it would stop. I was a platform instructor for a few years, breaking in new men. That gave me 24 cents an hour. I never got a day off. Worked seven days a week, 10 to 12 hours a day. No vacation.

"In the winter we had to wear overcoats, warm mittens, warm overshoes, and a skull cap to keep from freezing. The first 10 years were hard. The cars had hand-brakes and we had to work two weeks without pay to break in for the job. There were few automobiles on

the streets then, but we had the old brewery wagons to contend with, had to chase them out by ringing the bell."

MISSOURI's last streetcar line, the Hodiamont run of Bi-State Transit System at St. Louis, ended operation in the early evening hours last May 21st, we learn from the St. Louis Chapter of the National Railway Historical Society. Only 17 PCC's served the line in its last days; 15 ran on the last day. Although St. Louis saw its first horsecar in 1859, the Hodiamont route started in the 1870's as a narrow-gage steam railroad between St. Louis and Florissant. After being taken over by the St. Louis & Suburban Railway in 1891, it was converted to trolleys.

ANOTHER Pittsburgh streetcar line is gone. The Port Authority abandoned 85-Bedford on June 26th, with buses taking over, deplores Jim Cerny, 1022 Province St., Pittsburgh, Pa.

Jim adds that the controversial Skybus in South Park stopped public operation on Sundays during May, and final tests along the overhead route ended June 23rd. It was a $5 million project operated jointly by Westinghouse Electric and PAT, with the Federal Government paying much of its costs. More than 500,000 riders are said to have used the line since its official opening last September.

The Port Authority will decide its fate. Despite its much publicity, we cannot see how such an installation could be of value, except perhaps in a Disneyland-type amusement area.

HELP WANTED. A mechanic with experience in repairs to trolleys and interurbans is needed to work on many of the 22 heavy and light traction cars now on Columbia Park & Southwestern Ry., the operating museum line at Olmsted Falls, near Cleveland. Any ex-traction line men who are qualified should contact owner Gerald E. Brookins, 7100 Columbia Rd., Olmsted Falls, Ohio. The CP&SW has available 4 new colored postcards featuring views of the line's heavy interurbans, including a two-car MU train. These, along with 8 older postcards, can be had at 5 cents each plus postage.

Photo by Stephen D. Maguire

No. 460 was the last interurban car built for CA&E. It is now on Columbia Park & Southwestern museum operating line, Olmsted Falls, Ohio.

ANNUAL convention of the Association of Railroad Museums is scheduled to be held Oct. 22-23 at the Seashore Electric Railway in Kennebunkport, Maine. The ARM secretary, Jim Walker, will send details on request. P.O. Box 501, Perris, Calif. 92370.

Jim says that Los Angeles *Urban Ruin-all* (Renewal) authorities have ordered the Southern Pacific to fill in a portion of the now-abandoned Pacific Electric subway line under Figueroa Street to strengthen the earth for the new buildings on Bunker Hill. This effectively ends any chances of the fine subway right-of-way being used for rapid transit to combat the bus traffic jams on Hill Street.

Trolley Museum News

The Orange Empire Trolley Museum at Perris, Calif., has acquired two Birney cars from Metro-Goldwyn-Mayer studio on permanent loan. MGM decided that the two 4-wheelers would receive better care at the museum than sitting outdoors in the back lot next to plaster-of-Paris fireplaces, plywood replicas of New York subway kiosks, etc.

Built in 1918 by J.G. Brill, Birneys 331 and 332 were originally part of a Pacific Electric order for 40 such cars. They operated until 1940 and were last run on Pasadena local lines. MGM then bought them for use as props and they appeared in several movies, including *Comrade X*, starring Hedy Lamarr as a Russian motorman, and *Singing in the Rain* in which an actor danced on the roof of a car, causing some damage.

According to *Traction Gazette*, monthly OETM publication, once the pole was remounted on Birney 331, journals and gears oiled, and wiring connected, the pole was raised up to the wire and the compressor, inactive for decades, came to life. The car then ran in the characteristic rolling and lurching of Birneys on the Perris line.

Although more than 5000 Birneys were built and run in the U.S. in many towns, hardly a half-dozen have been saved. Only two are now operating in museums. Few are left overseas. Our April department pictured four at Bendigo, Australia.

WORD of another new trolley museum comes from Dennis Taylor, 2017 Sandy Springs Rd., Laurel, Md. 20810. Located in Lee Park on Falls Road in the Ruxton section of Baltimore, Md., it has a few trolleys, including a PCC, an open car, and an older type, all formerly run in Baltimore. Operation is planned at some time in the future, Dennis says. This project should not be confused with the museum line now being built by the National Capitol Historical Museum of Transportation near Layhill, Md., mentioned in our April issue.

METROPOLITAN Philadelphia Ry. Assn., P.O. Box 7285, Philadelphia, Pa. 19101, has begun work on a new trolley museum line near Tansboro, N.J., and is seeking new members, including those interested in traction modeling. Meetings are held 8:30 p.m. the second Saturday of each month at 24th PAL club, Belgrade and Clearfield streets.

OHIO RAILWAY MUSEUM, Box 206, Worthington, Ohio, is looking for a set of Nachode signals, the type with oil in the base, for its operating line, reports Walter Stafa. Also needed is a National fare register of the type once used on the Cincinnati & Lake Erie interurbans. Similar ones are believed to be in use on Public Service C.T. buses in New Jersey. If a register in need of repair is found, the museum can use it.

New Electric Publications

BRITAIN'S NEW TRAMWAY, by J. H. Price, is a 12-page illustrated story of the operating tram museum line at Crich, Derbyshire, being a reprint from Modern Tramway monthly. Copies can be had for 3 shillings sent to Light Ry. Transport League, 3 Worcester Rd., Ashton-on-Mersey, Sale, Cheshire, England. For an additional 3 shillings the museum's official handbook can be obtained.

Besides running mostly double-decked cars, the Orich line is unique in that its rght-of-way is ballasted to rail height. A horsecar such as the one with which the line began operations could run on it.

NEW ZEALAND RAILWAY AND TRAMWAY ATLAS is a 39-page set of maps of all streetcar and railroad lines in New Zealand, with no photos or text. Copies cost $1.10 from Quail Map Co., 39 High Street, Ide, Exeter, Devon, England.

MAITLAND TRAMWAY VENTURES, by R. Willson and K. McCarthy, 79 pages, 6x9", illustrated, soft cover, tells about one of several steam tramway lines of the New South Wales Govt. Tramways, this one operating in and around Maitland, N.S.W., from 1909 to 1927. At one period, it was intended to convert the line from Baldwin-built steam dummy engines hauling open-sided trailers to electric cars. The book contains some fine photos of steam dummies. It costs $2.50 from The South Pacific Electric Ry., Box 103, G.P.O., Sydney, New South Wales, Australia.

Several good British-produced books are available from Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. ELECTRIC RAILWAYS, by Basil K. Cooper, 68 pages, 5x8", illustrated, covers heavy electrics of Europe and discusses overhead supply, traction motors, and controls. Price is $3.25.

Bus enthusiasts may find BUSES ANNUAL 1966, by R. A. Smith, of interest. It has 88 pages, 8½x11", illustrated, and is devoted primarily to buses on several British lines and in Budapest, Hungary. Price is $3.75.

Several small-sized books on British buses, with photos and rosters, also are available from Leisure Time Books. Each has about 50 pages. The areas covered are East Anglia, Birmingham, London, and Northern England. Price is $1.75 each.

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. Do not omit St., Ave., etc., in your address. Use abbreviation: *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands, our October department is already closed. All November entries should reach us before August 3rd. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells sizes 116 and 120 steam, elec., and diesel negs.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys railroadiana, books, tts., switch keys, passes, other items.

VERNE BOSWORTH, 2624 Linden Place, St. Charles, Mo. 63301, wants book, "Formation of New England RR. System," Harvard Univ. Press.

BOB BULLERMANN, 5731 S. 113th St., Hales Corners, Wis. 53130, wants 35mm CB&Q steam action shots, roster, and scrap slides at Eola and Sterling.

R.C. CAESAR, 43 Lafayette S.E., Grand Rapids, Mich. 49502, sells pix NYC, PRR, GTW, C&O, CRI&P, CSS&SB, CA&E, etc. (SSE).

JOHN COOSHEK, 455 W. 26th Ave., Vancouver 10, B.C., Canada, will sell autographed copy 909 of rare book, Poor's "Denver, South Park & Pacific," good cond. Make offer.

LOU CUMMINGS, JR., 129 Nevin St., Lancaster, Pa. 17603, wants pre-'55 issues of Headlights mag. in good cond.; also Trolley Talk about Cincinnati lightweights. (SSE).

LARRY EASTON, 510 Reed St., Neenah, Wis. 54956, trades size 122 negs. of SOO, CMSP&P, and C&NW cabooses for those of other lines.

CHAS. GARDINER, 39-20 220 St., Bayside, N.Y. 11361, buys, sells out-of-print rr. books. List for large SSE.

R.F. HALL, 1521 Seashore Drive, Tacoma, Wash. 98465, will sell switch keys of IC, CP, CS, SC&WI, L&CL, and two he can't identify.

C.G. HEFLIN, Box 4192, Arlington, Va. 22204, buys emp. tts. and loco and rolling-stock pix of CG, S&A, Interstate, and G&F.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades orig. 35mm Kodachrome slides of diesels in his area.

JOHN HILTON, 4010 Highview Drive, Silver Spring, Md. 20906, will trade DCT bldrs. of plate PCC for traction or steam bldrs. plate.

RON HOOVER, Rte. 2, Brookville, Ohio 45309, wants pix and info. on Dayton, Greenville & Union City RR.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues of Railroad Magazine, Trains, R&LHS Bulls., Model RRer, RMC. Buys collections of same in good cond.

JAY LENTZNER, Box 450, Rte. 1, East Troy, Wis. 53120, will sell 1964 CMSP&P annual reports, mint cond.

H.O. LEWIS, 5691 Begonia Drive, San Jose, Calif. 95124, sells 4x5 to 8x10 steam pix NYC, B&O, NP, CN, CP, etc. (SSE).

W.A. LOCKE, 1784 N.W. 32nd St., Miami, Fla., trades or sells train orders. List free.

JOHN LOOP, 151 S. San Jacinto Ave., San Jacinto, Calif., wants pix of military rrs. and armored cars and trains. Trades rr. armored car plans.

JOE MAY, 17 Katherine Rd., London E6, England, wants slides, pix N&W steam, cors, etc. Corresponds with fans interested in British railways.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, has many Chicago rr. newspaper clippings, 1935-'66. Wants 8mm and 16mm rr. movies.

J.S. NOWAK, 236 S. Roycroft Blvd., Cheektowaga, N.Y. 14225, will buy "Mastering Momentum," Drennan's air-brake books.

KEN ONDRACEK, 2016 S. 7th St., Omaha 8, Neb., has 24 back issues of Railroad Magazines and Trains, mostly 1963-'66, to swap for what have you.

GERALD OSMAN, 832 Ritterskamp Ave., Vincennes, Ind. 47591, will buy railroadiana to furnish interior of '39 pass.-frt. station. What have you?

W.F. PAFFARD, 564 17th St., Brandon, Man., Canada, buys 35mm color slides CP steam in B.C. or on Laggan Subdivision.

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix of anthracite breakers along LV, DL&W, Erie, RDG, PRR, D&H, and CNJ.

PETE SAWATZKY, 2388 Glenview Dr., North Kamloops, B.C., Canada, sells or trades 35mm color slides of CN, CP, PGE steam and/or wrecks.

JIM SEACREST, 2101 Birchwood Rd., North Platte, Neb. 69101, wants pix and negs. of Wichita Valley and negs. of CB&Q, C&S, and FTW&D.

J.W. SHAFER, 4359 Lafayette Rd., Evansdale, Iowa 50707, buys rr. pix, postcards, medals, other railroadiana.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells Baldwin, Lima, Alco, Brooks, Rodgers, Cook steam loco bldrs. pix. (SSE).

CHAS. SULLIVAN, Westdale Ave., Wilmington, Mass. 01888, buys 35mm color slides of PCC's and Brilliners.

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa. 17701, trades railroadiana for foreign money. Please write.

FRANK VOLLHARDT, Jr., 2435 Mahoning Ave., N.W., Warren, Ohio 44483, wants sizes 116 and 120 diesel pix.

A. VON BLON, 1208 Locust, Muskogee, Okla., wants MP cigar bands, pre-1910 SLSF magazines, and printers, metal cuts of rr. emblems.

ART WEILAND, 15016 Schuyler Ave., Cleveland, Ohio 44111, sells rr. books. List (SSE).

Sgt. D.E. WEIMER, Box 1148, 1956 Comm. Gp., APO, San Francisco, Calif. 96525, will buy back issues of Railroad Magazine, steam pix of PRR, NYC, and ACL, and Ohio interurbans.

GEO. WERNER, 604 W. Main St., Houston, Texas 77006, wants pix, slides, and other railroadiana and info. on Roby & Nthn.; also old Official Guides.

M.C. WIKMAN, Mt. Olive Rd., Flanorrs, N.J. 07836, sells or trades emp. tts., tickets, books, switch keys, Model RRer, Off. Guides, Ry. Age, etc. complete list 10¢.

TED WURM, 122 Monte Vista, Oakland, Calif. 94611, sells steam and elec. pix and negs.; also books, catalogs, other railroadiana. (SSE).

DAVE YORK, 35 Ridge Ave., Telford, Pa. 18969, sells P&R, LV, CNJ, PRR, and RDG railroadiana. (SSE).

BERNARD ALBERT, 3535 Rochambeau Ave., Bronx, N.Y. 10467, wants color sildes of B&M, B&O, Iron Ore Co. of Canada, CTC and original N&W electric locos.

KEITH ANDERSON, 116 North Skeena St., Vancouver 6, B.C., Canada, will sell size 616 negs, and 35mm Kodachrome slides of steam and diesel, mostly Canadian. List 10¢.

CLINT ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, DL&W, L&NE, L&HR, D&H, PRR, and Pa. shortlines; locos and stations.

CECIL CHURCH, 216 Rideau Terrace, Ottawa, Ont., Canada, buys or trades Alco, Baldwin, and Lima builder's photocards.

DAVID COHEN, 230 Juanita Way, San Francisco, Calif. 94127, wants pix, info., emp. tts, etc. on Hetch Hetchy RR., Shipyard Ry., Sacramento Northern, and Key System.

S.W. CONNER, Box 484, Victoria, Va. 23974, trades Norfolk Southern train orders for those of other roads.

RAY DESCHENES, 903 Mohawk Rd., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix: CN, CP. List 20¢. Buys or sells CN, CP TH&B steam negs.

CHARLES EYLER, RFL 2, Box 173, Thurmont, Md. 21788, wants pix WM pass. trains, 1910-'20.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, buys old rr. stock and bond certifs. for private collection; also wants Western mining stock certifs.

BOB HARDING, 40 Beach St., Marblehead, Mass. 01945, buys or trades pc size or larger pix of O&W locos 203, 190, 188, 173, 165, 160, and 1st 43.

NORMAN HOARE, 5843 Gotham St., Bell Gardens, Calif. 90202, wants 1966 diesel roster NdeM. Will buy or trade for any other loco or car roster.

NORMAN KEYES, 815 Stoneleigh Rd., Baltimore, Md. 21212, wants GN annual reports prior to 1948 and GN steam roster.

C. KOWAL, 6615 So. Bell Ave., Chicago, Ill. 60636, will sell many old issues of Railroad Magazine, 1911-'52. (SSE).

A2C JOHN LaRUE, Jr., AF13817641, Box 249, 810th Radaron, Winston-Salem, AFS, N.C. 27107, wants to buy negs. of non-revenue rr. equipment and cabooses.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, buys 35mm color slides of diesels of TP&W, CB&Q and NP GE U25C.

BOB McVAY, Box 625, King City, Calif. 93930, wants Trains mag. for Feb.-May '54. Will trade Railroad Magazine, Trains, Wheel Clicks, Interurbans, Western Railroader. (SSE).

WARREN MARCUS, 79 Twin Oaks Ave., San Rafael, Calif. 94901, buys any size prints, negs., and railroadiana of Northwestern Pacific, steam or juice.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants tts., folders, postcard views, and train booklets of Midwest roads. Also R&LHS Bulls. and employe mags.

BILL MYERS, 50-31 Newtown Rd., Woodside, N.Y. 11377, sells color pix of all major elec. systems and LIRR frt. orders from 1940's. (SSE for 8-psge list.)

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells 35mm Kodachrome dupes of steam, diesel, trolley. Sample 25¢.

BILL RAIA, 3319 N. Wolcott Ave., Chicago, Ill. 60657, sells diesel negs (120 size), and pix, pc to 8x10, of Widwestern rrs. SSE and state interests.

E. REIDER, 6534 N. 12th St., Philadelphia, Pa. 19126, wants pix, any size, Indiana Harbor Belt (NYC) U-4a, Nos. 100-102.

FRANK REILLY, 306 Front St., Dunellen, N.J. 08812, wants slides and pix of CNJ diesel 1609. Will buy or trade for other CNJ slides. State wants.

HARRY SCHIMM, 1841 Glenwood Dr., Kamloops, B.C., Canada, sells photos of PGE, CN, CP, steam and diesel. List 20¢ Wants negs. of CV, DW&P. GTW, CN, CP; will exchange diesel negs.

GEO. SCHRODER, 78-14 160th St., Flushing, N.Y. 11366, sells metal rapid transit signs, streetcar fare registers, 1941-'50 Off. Guides. Wants CERA Bulls. railfan publications. Exchange lists or send stamp.

M.W. SWANSICK, 6430 Xavier Court, Arvada, Colo. 80002, sells or trades orig. 35mm train slides from his area. Sample on request.

T.J. TRAVERS, 41 Bowdoin St., Worcester, Mass. 01609, wants color slides of Rutland 90-class 4-8-2's in original green as delivered by Alco in 1946.

CHAS. WARD, 355½ West Gray St., Elmira, N.Y. 14905, will sell Railroad Magazine, 1943 to '54, all A-1 cond. Make offer for entire lot.

JACK WHITE, 2637 31st Ave., San Francisco, Calif. 94116, wants pix of SP. elec. Oakland (IER.), preferably location shots prior to 1938.

Model Trading Post

RUSS CHRISTENSEN, 76 Yarmouth Rd., Rochester, N.Y. 14610, will trade Tenshodo 0-8-0 with Franklin booster for Tenshodo GN SD9.

JOHN COX, 1765 6th St., S., Seattle, Wash. 98134, buys Lionel, Ives, AF, Boucher toy trains, catalogs, any age, any cond.

AL MILLER, 3212 34th Ave., S., Minneapolis, Minn. 55406, sells or trades AF S-gage equip. Wants std.-gage trains, catalogs.

P. OHANIAN, 2735 N. Thorne St., Fresno, Calif. 93705, will sell Lionel 2531-2533 and std.-gage 10.

T.J. PELLETIER, Palouse, Wash. 99161, wants 2 old cast-iron trolleys and key-wind O-gage trolleys.

AL POMMER, 898 Hyde Park Ave., Hyde Park, Mass. 02136, will buy Stube Wuppertal Monorail set and other used European prototype HO.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 636, UP City of Denver, 648 B&O auto boxcar in maroon, and 16464-150 MP boxcar variations. State cond., price. ●

Pen Pals Wanted

Kenneth J. Ondracek, 2016 S. 7th St., Omaha 8, Neb., will give overseas addresses to any fellows, age 18-35, interested in corresponding with men in India in same age group. (SSE).

Carol Schaller (16), Route 2, Norwalk, Wisconsin.

Nancy Ellis (14), 903 Majstic Street, Houston, Texas.

Patricia (Pat) Prescott, 223 Rockester Drive, Louisville, Ky.

Carol Jean Boyd (18), and sister Janice (20), Route 2, Box 288, Allen, Oklahoma.

Laura Brinkley, Route 1, Box 16, Marysville, Pa.

Gayle A. Morris, 1062 Hastings Avenue, Baldwin, N.Y.

Linda Margherita (17), 2830 Dudley Ave., Bronx, N.Y.

Robert E. Davis (30), Route 1, Box 85, Porterville, Mississippi.

Irene Miller (30), 1005 Jackson Avenue, Huntington, West Virginia.

Pat Plumlee (17), Route 2, Box 129, Thayer, Missouri.

Kathy Bouser, 73 Ulpt Street, Masury, Ohio.

John Duffy (17), Route 1, Buffalo, West Virginia.

Laura Young (15), 453 S. Talman St., Chicago, Illinois.

Sandra Jandt (15), Route 4, Sparta, Wisconsin.

Janice Czjaka (15), 4005 South Rockwell St., Chicago, Illinois.

Eugene Wells (24), Marmet, West Virginia. ●

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Rupture-Easer is a highly effective support. Hundreds of thousands of hernia sufferers have discovered wonderful relief, comfort and protection in Rupture-Easer. Rupture-Easer is easy to wear.

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Has no steel or leather bands. Rupture-Easer is comfortable and sanitary. It can be washed without harm to the fabric. You never offend when you wear Rupture-Easer.

EASY TO ORDER

Just measure around the lowest part of the abdomen and state right or left side or double.

30 DAY TRIAL OFFER

Money-back guarantee. If you don't get relief, return postpaid in 30 days.

PIPER BRACE COMPANY, Dept.AMG-96
811 Wyandotte, Kansas City, Mo. 64105

OVER 1,000,000 GRATEFUL USERS!

Unsolicited Testimonials From Our Thousands on File:

Minnie LaJeunesse, Minneapolis, Minn., writes: *". . . the RUPTURE-EASER is very comfortable and almost a miracle as to the way it holds one in place, and am very much pleased and satisfied with the belt."*

Harley Decoteau, Montpelier, Vt., says: *". . . "The last brace you sent me was wonderful. I have been ruptured for 30 years. I am now 36, and in 30 years, I have never been more pleased."*

Stanley C. Forbes, Rockville Center, L.I., N.Y. writes: *". . . What a Godsend it is to me now as I wear my RUPTURE-EASER. I can sleep with it. It feels so wonderful I will more than recommend it to everybody . . . I am now able to go back to work."*

Joseph A. Parks, Orlando, Fla., thanks us and writes: *". . . I have five of various kinds and prices, but yours up to this time is the most satisfactory yet. Its simplicity amazes me; it is so light and comfortable on me, I don't know I have it on."*

Juanita Addington, Twin Falls, Idaho, writes: *". . . I would like to have another RUPTURE-EASER. It really has helped me. I can do practically anything with the RUPTURE-EASER on."*

THERE'S NO SUBSTITUTE FOR PROVED PERFORMANCE ORDER TODAY!

NO STEEL OR LEATHER BANDS!
GET NEW WONDERFUL RELIEF WITH PATENTED RUPTURE-EASER!

MAIL THIS HANDY COUPON TODAY!

Be Sure to State Size and Side When Ordering! Order two for change-off when laundering.

Delay May Be Serious! ORDER NOW!

PIPER BRACE CO., Dept. AMG-96
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Please send ___ NEW, IMPROVED RUPTURE-EASERS by return mail.

Right Side ☐ $4.95 Measure around low-
Left Side ☐ $4.95 est part of my abdo-
Double ☐ $6.95 men is _____ INCHES.

(NOTE: Be Sure to give Size & Side when ordering).

Enclosed is: ☐ Money Order ☐ Cash
☐ Check for $_____ ☐ Send C.O.D.
Enclose 25c Postage

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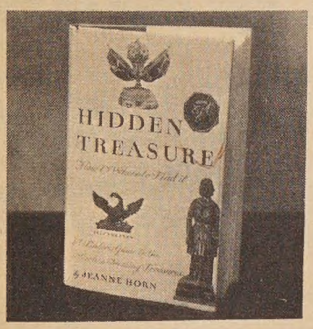
Address _____

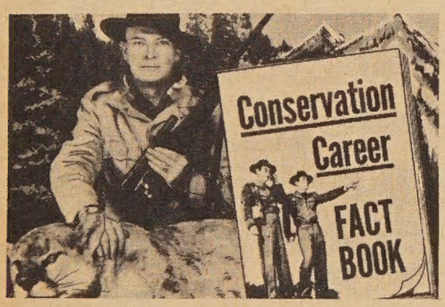
City and State _____ Zip _____

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.



$36,000. REWARD FOR A DESK! You can find treasure if you know where to look, and if you recognize it. "Hidden Treasure" tells how and where in the U.S. to find world's missing treasures—loot of many wars (buried & sunken), cars, coins, stamps, guns—even diamonds. Illustrated. 4.95. Hudson Indus. 550 Fifth Ave, Dept HT, New York, NY 10036.



GAME WARDEN, FORESTER, GOVERNMENT HUNTER. 3 free guides reveal plan to prepare men ages 17 up for Wildlife-Forestry Conservation jobs. Public service career offers adventure, good pay, low living cost and security. Write for free guides. North American Conservation, Dept. AMG9, University Plaza, Campus Drive, Newport, Calif. 92660.

"HEADS" AND "TAILS" really flip with this coin that has a lovely lady's better half on one side, and "bottoms up" on the other. Coin is half-dollar size, made of non-tarnishing aluminum. A pocket of laughs at 50¢ a pair. Special—6 coins for $1 ppd. Big Three Enterprises, Inc. Dept. AD10, 1109 Sixth Ave, NY, NY 10036

BE Taller By 2 FULL INCHES

Slip these foam rubber and felt Height Increase Pads in any pair of shoes. Now step into them to added walking comfort and 2" in height. **The same height increase as expensive height increasing shoes.** These invisible interchangeable cushions need no gluing and are an aid to better posture. Durable and shock absorbing. Thousands now worn. **State man's or woman's shoe size.** Only $2.95 pair ppd.

HUDSON INDUSTRIES, Dept. M.V.7. 550 Fifth Ave., New York 36, N.Y.

How to *WRITE, SELL and PUBLISH*
YOUR OWN SONGS

Learn how to write songs correctly; How to get them recorded; How to sell and promote them. Secrets and methods used by professionals. Information **FREE.**
ACE PUBLISHING, BOX 64-Y BOSTON 1, MASS.

POEMS WANTED FOR SONGS & RECORDS

There may be **OPPORTUNITY** for you in today's booming music business. America's largest song studio wants to see your material. No special training required. Just write the words as you feel them and we'll let you know if they qualify for **MUSIC** and **RECORDING. WE NEED SONG-POEMS** of all types, ballad, rock & roll, sacred, rhythm & blues, western, country, etc. Examination, advice and information absolutely **FREE. SEND YOUR POEMS to Five Star Music Masters — Dept. 59 — 6 Beacon St. Boston 8, Mass.**

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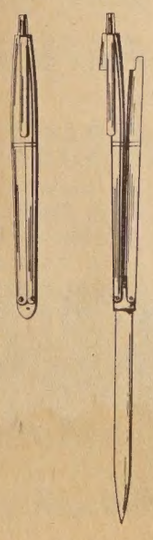
50 MILLION FRENCHMEN whisper, "I love you more than yesterday, less than tomorrow." And they can't be wrong! Radiantly embossed with Rosamonde Rostand's immortal lines in French. 1" diameter. Your personal inscription on back at 10¢ a letter. 14K Gold $16. Sterling Silver $3. The Jamaica Silversmith, Dept AM 10, 50 Delancey Street, NY, NY 10002



SWORD-PEN from the Philippines. Most unusual knife that looks and feels like a ball point pen. A razor-sharp blade seems to pop out of nowhere at the flick of a wrist. All steel constructed. Overall length 8 inches. Guaranteed. $6.50. Big Three Enterprises, Inc. Dept. AD10, 1109 Sixth Avenue, NY, NY 10036.

Today let these AMAZING SHOES ADD INCHES TO YOUR HEIGHT!

Nothing like a pair of "ELEVATORS" to help you get up in the world! In seconds, these miraculous height-increasing shoes make you almost 2 inches taller! And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.

Write for FREE CATALOG today.

ELEVATORS®
HEIGHT-INCREASING SHOES
Brockton Footwear, Inc.
Dept. 5010G, Brockton 68, Mass.
Please send free catalog
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City _____ State _____
CLIP AND MAIL COUPON NOW

NEED MONEY? CASH YOU WANT

$39.65 MONTHLY REPAYS $1000

Amount Of Loan	30 Monthly Payments
$ 300	$14.33
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$ 800	$32.27
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Write to Budget Finance Co., Dept. LB-4635, 317 So. 20th St., Omaha, Nebraska 68102. Find out how easy it is to borrow by mail. No endorsers, no personal interviews. Details mailed in a plain envelope.

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Name _____ AMOUNT I NEED ____
Address _____
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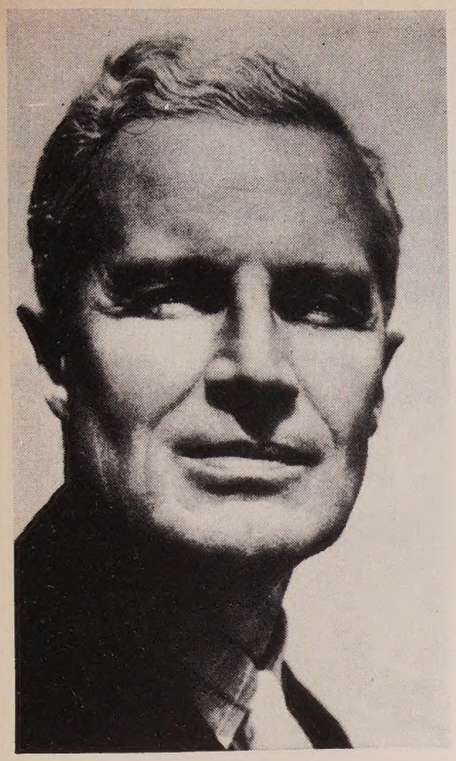
RADIO SUNGLASSES!

Wear this radio wherever you go! Great for ballgames, beach, fishing, golf, skiing, etc. Tiny transistor radio built into frames. 3 Transistors, built-in antenna, volume and station controls. Battery smaller than a dime gives amazing reception. Styles for men and women. The perfect gift for people on the go.

RM-0621 Radio Sunglasses $19.95

90 days warranty. If not satisfied return in 10 days. Money refunded. Send cash, check or money order to:
Peter Assini, 270 Marvin Ave., Hackensack, N.J. 07601



I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

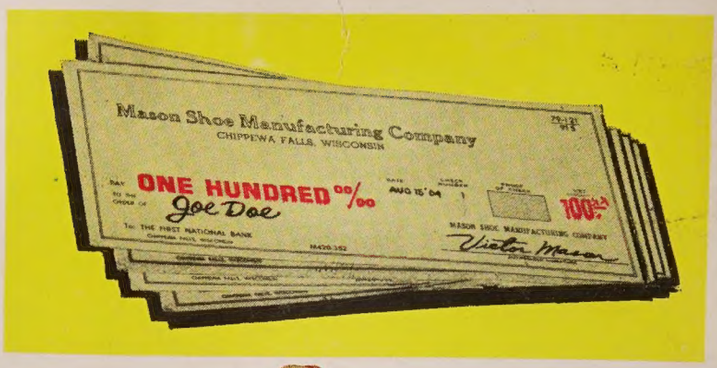
In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-JX
CHICAGO, ILLINOIS 60626

It's easy to make up to $100.00 a week in your spare time . . . and get . . .



FREE SHOES for LIFE too!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

HOW would you like to collect a handsome "second salary" week after week and get FREE SHOES FOR LIFE, too? it's easy! Just introduce nationally-advertised Mason shoes to friends, neighbors and other people you meet.

Regardless of your age, education or experience—even if you've never sold a thing before in your life—you can make $5.00 to $10.00 an hour in your spare time as a highly respected Mason Shoe Counselor.

You don't invest a cent! Your FREE demonstration Outfit rings up the sales fast — virtually automatically!

Yes, we send you a FREE Demonstration Outfit that starts making good money for you *the very first hour!* You don't invest a penny. You carry no inventory. You have no overhead expenses. But you *do* keep 100% of your profits! Many Mason Shoe Counselors sell 2, 3, 4, even 5 pairs of shoes in one short visit to a friend's house — *it's that easy!* You, too, can earn $50.00, $75.00, $100.00 or more a week and

GET FREE SHOES FOR LIFE

That's right—you are eligible to receive FREE SHOES every six months . . . as long as you continue to send as few as 5 orders every month. These FREE shoes are an extra bonus in addition to the big cash commissions you collect on every sale. You choose any shoe in the Mason line . . . select for yourself, your wife, your children.

Greater selection than any retail store!

Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 2½ to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

Get started right away!

Mail the coupon below and we'll rush the FREE Demonstration Outfit that puts money into your pocket the very first hour! Starts you on your way to a $100.00 a week extra income plus FREE SHOES FOR LIFE! Send no money now or later. Get everything FREE. No obligation. Rush the coupon TODAY!

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Rush Coupon for your FREE OUTFIT!

We give you everything you need to make big cash profits from the very first hour. Mail the coupon for your FREE Outfit today!

MASON SHOE MFG. CO.
Dept. G-275
Chippewa Falls, Wisconsin

RUSH COUPON FOR YOUR FREE OUTFIT!

MASON SHOE MFG. CO., Dept. G-275
Chippewa Falls, Wisconsin

OK, show me how I can make up to $100.00 a week in spare time —and get FREE SHOES FOR LIFE! Rush me—FREE and without obligation—everything I need to start making BIG MONEY in my very first spare hour.

NAME.....
(Please print)
ADDRESS.....
CITY.....STATE.....ZIP CODE.....
(If known)